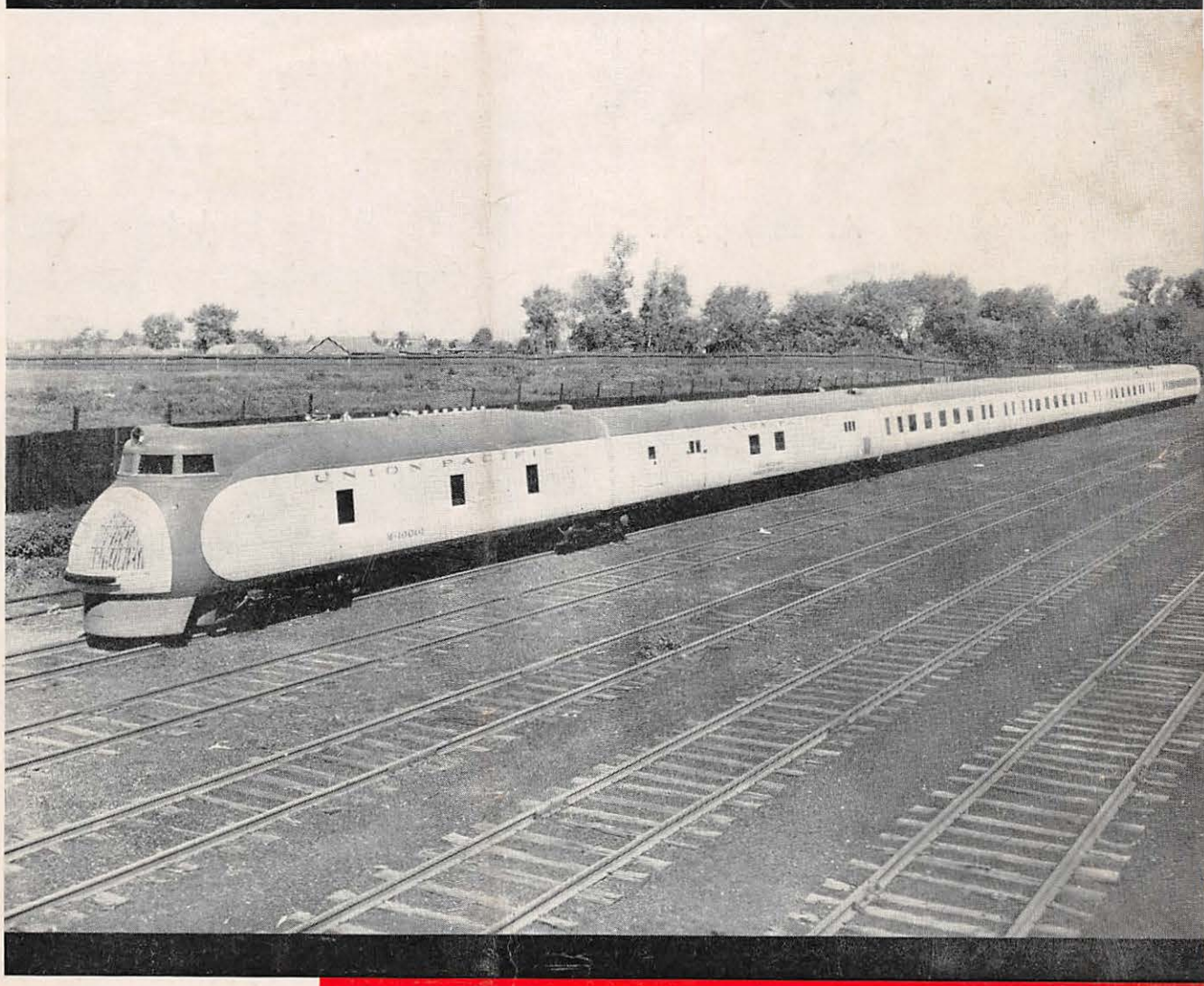
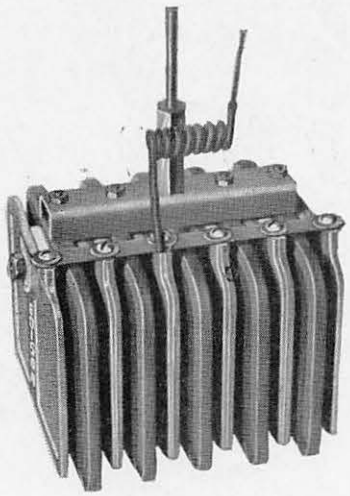
The Signalman's Journal



New Union Pacific
Streamlined Train

November, 1934

The New Edison Type HA-1000 Ampere Hour Element



During this past month the Edison HA-1000 ampere hour eleven plate element has been re-designed slightly so that it will now fit in either the round or the rectangular 1000 ampere hour jar. The change has been made at the urgent request of many signal departments that standardized years ago on the round jar and the lighter-duty five plate element.

At many points for one reason or another loads have since been increased and the same signal departments now require the current carrying capacity of the new eleven plate heavy duty cell.

The new eleven plate element is now being furnished on all orders calling for HA-1000 ampere hour renewals or cells.

For all practical purposes the electrical characteristics of the new eleven plate element are identical to those of the older eleven plate design which would fit only in the rectangular jar.

Thomas A Edison
INCORPORATED
EDISON SIGNAL BATTERIES PRIMARY, DRY and STORAGE
BLOOMFIELD - NEW JERSEY

ST. LOUIS SAN FRANCISCO CHICAGO

"We are cooperating with the better housing program."

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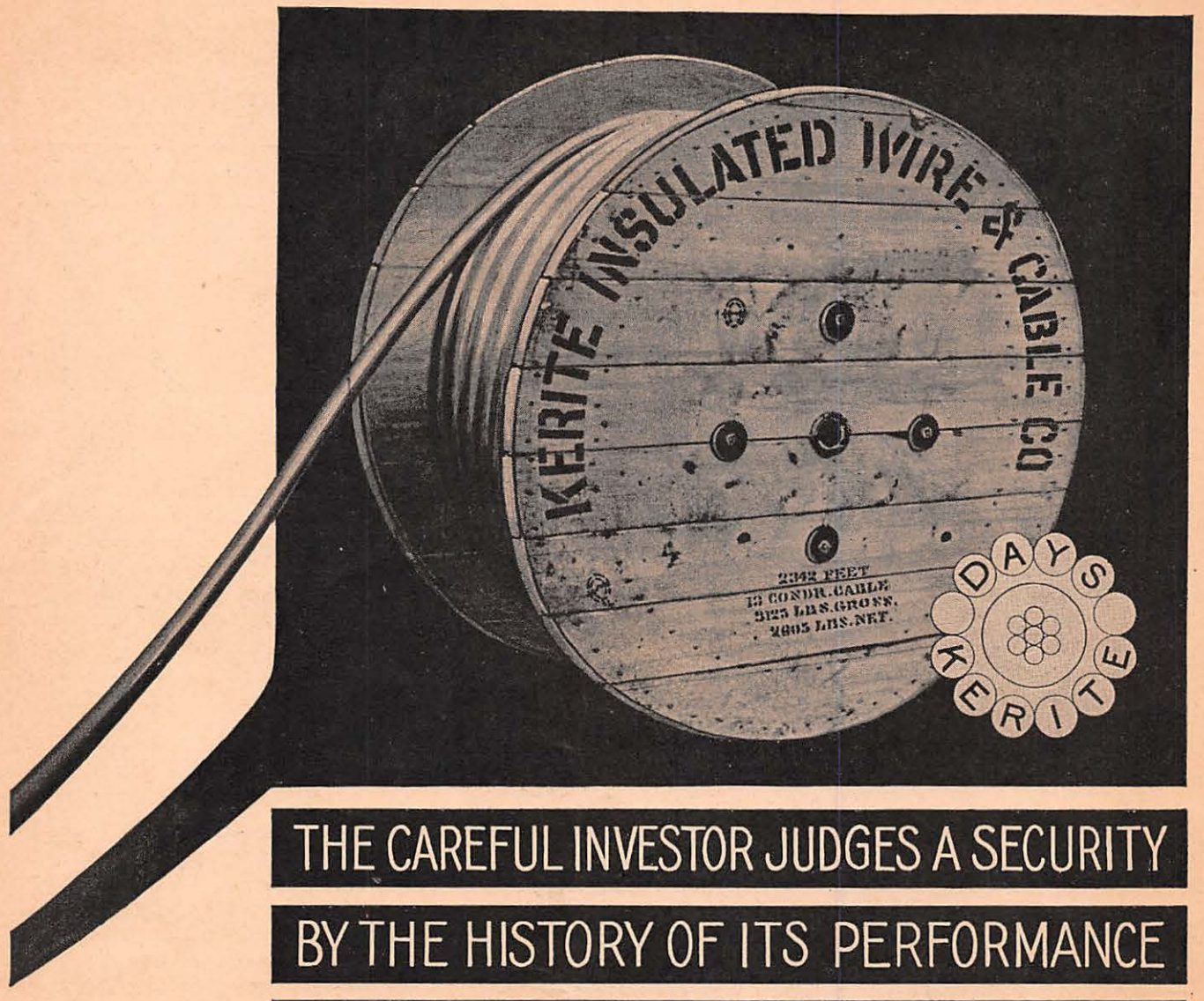

THE CAREFUL INVESTOR JUDGES A SECURITY

BY THE HISTORY OF ITS PERFORMANCE

KERITE

IN THREE-QUARTERS OF A CENTURY OF

CONTINUOUS PRODUCTION HAS ESTABLISHED

A RECORD OF PERFORMANCE

THAT IS UNEQUALLED IN THE HISTORY OF

INSULATED WIRES AND CABLES

THE KERITE INSULATED WIRE & CABLE COMPANY INC

NEW YORK CHICAGO SAN FRANCISCO

The Signalman's Journal
Official Publication of the Brotherhood of Railroad Signalmen of America
A. E. LYON
Editor and Manager
E. A. MOORE
Asst. Editor and Manager
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Chicago & North Western Signal Shop

Lake Street, Chicago

● AT the same time that its Chicago passenger station was built in 1911, the Chicago & North Western Railroad installed one of the most interesting terminal signaling systems in the country. Many times before this, articles describing the signaling methods of the terminal district have appeared in various publications, as the signaling experiments conducted by the Chicago & North Western in attaining its present standard have proved to be especially significant examples of the advancement of railroad signaling.

Forming the largest single unit of the signal system is the Lake Street interlocking plant which controls the switches and signals of the tracks of the Madison Street passenger station. With the exception of more recent methods of electric locking and circuit controlling, this plant is substantially the same as when placed in service 23 years ago. Many of the original switch machines and signals are still in service. The plant is a G.R.S. all-electric type having a unit-lever style of interlocking machine. Other plants of this same type are located at several points of junction and crossing with other roads in the vicinity of the passenger terminal.

On the North Western, as well as other roads entering Chicago, that portion of track extending between a distance of about 25 miles from the center of the city and the terminus requires a peculiar signaling system. In order to provide accommodations for the heavy passenger traffic in this district, it is necessary to run a number of trains equal to the capacity of the tracks. This condition would not form a traffic complication if it were not for the fact that the trains are scheduled toward the city in the morning and from the city in the afternoon, and in addition, there are the regular through passenger trains which have to be run over the same tracks, so to meet with this situation reverse traffic signaling was installed, which allows for a track to be used for either direction of traffic.

Also, by the year 1930, freight traffic had increased to such a volume that new methods of handling cars in the principal classification yard were adopted. This involved the installation of an electric car retarder which, together with the other classes of equipment, goes to make up a signaling system consisting of nearly all the modern signaling devices.

As can be imagined, the maintenance of such a district presents a problem second in importance only to the original construction, and one phase of that maintenance work is to be the subject of this article. Because signal work on all roads for the past four years has, for the most part, come under the classification of maintenance, articles on signaling necessarily have dealt chiefly with that subject. The more important units of the signal system have been listed just to give an idea of the importance of the division signal repair shop located in Chicago.

Whether replaced with new ones or repaired and its service prolonged, almost every instrument used in signal work inevitably has a certain span of life. Also, however, much care may be used in the manufacture of relays and similar instruments; certain ones of them will not operate as reliably as they are supposed to. On account of these commonplace axioms, signal maintenance work, in part, takes the character of repairing worn equipment and the testing of both the old electrical instruments as well as the new, which before being placed in service show certain defects.

To handle this work the Chicago & North Western has established a centrally located shop, fully equipped with machinery and operated by mechanics skilled to repair, make, and test most any item used in signaling.

Unlike most other signal shops of its size, this shop is organized under the district signal supervisor and serves principally the one district, though certain work is done for districts under other supervisions. In addition to handling signal repair work, the shop does work of a special nature for other departments, which condition again distinguishes this one from other shops, since on most roads the shops of other departments do some of the signal repair work.

Signal Repair Shop

The shop is situated at the Lake Street interlocking tower, one room is in the tower building and other rooms are included in an adjoining building. For convenience in describing the shop it will be divided into three departments—assembling and testing room, machine shop, and blacksmith shop. Each of the three shops occupies a separate room. The total floor space is approximately 1500 square feet and in addition there is provided storage space for material and tools in rooms which adjoin the shop.

When the Lake Street tower was built, provisions were made for a room 20 ft. by 22 ft. to serve as the plant maintainer's shop. Later it was decided that this room could be conveniently used for the division shop, and more space was acquired by building another room adjacent to the tower. Still more room for housing material and batteries was provided a few years ago when a building was constructed to take care of gas meter equipment used in connection with gas-burning switch-point heaters for melting snow.

The original shop room is used for testing, inspecting and assembling electrical instruments. One wall of this room is open to the sunlight through windows and along the length of the windowed wall is a work bench appropriately equipped for assembling and testing such articles as relays. Parallel to this bench, in the center of the room, is an additional bench for miscellaneous work. Extending along the opposite wall is a bench on which is mounted a power board for operating and testing mechanism signals. Cabinets are built into the end walls of the room and contain the small stock and tools. A switchboard complete with current controlling devices and meters for testing relays is mounted on the wall in one end of the room. Other tools and equipment in this department of the shop are a bench drill, an emery wheel, a tumbler box for cleaning brass parts, two signal masts for supporting signal units while being repaired and tested, and a motor-driven coil winder. The motors used to operate these machines have been reclaimed after having been used to operate signals.

Repairing Relays

Relays sent into the shop for repairs and testing are taken down completely and then each part is sent to one of the special testing and cleaning benches. Each relay has its known defects corrected and receives a thorough inspection for defects which may not have shown up while in the field. When a relay is sent out of the shop it is practically in a new condition with all its parts repaired and cleaned or replaced with new ones.

One cleaning process which all the metal parts of a relay are given is a soaking in a lye solution contained in a tank located in the blacksmith shop; this is to remove all dirt and paint from the surfaces so they can more accurately be examined for defects before reassembling.

A buffer, consisting of a wire wheel attached to an emery wheel shaft, is used to clean the relay terminal nuts and washers. The cross rows of strands on this wheel are laced together for the purpose of making it firmer. After the wheel has been used until the strands have become worn, it can be used to polish larger articles having a flat, smooth surface. Before the nuts and washers are given the finish cleaning on the buffer, they are strung on a bond wire and dipped in lye or acid and alcohol and rinsed in hot water. They are always dipped in alcohol before being applied to the buffer as this prevents the wire strands from becoming damaged due to moisture. The bond wire makes a convenient holder for nuts and washers. When held to the wheel they are allowed to turn and yet make sufficient contact with the wheel to obtain a good polish.

Brass parts of relays as well as other small brass articles are cleaned in a tumbler box, the dimensions of which are 12 inches by 6 inches by 6 inches, and the operating unit is a reclaimed signal motor. The cleaning agent of this device is sawdust

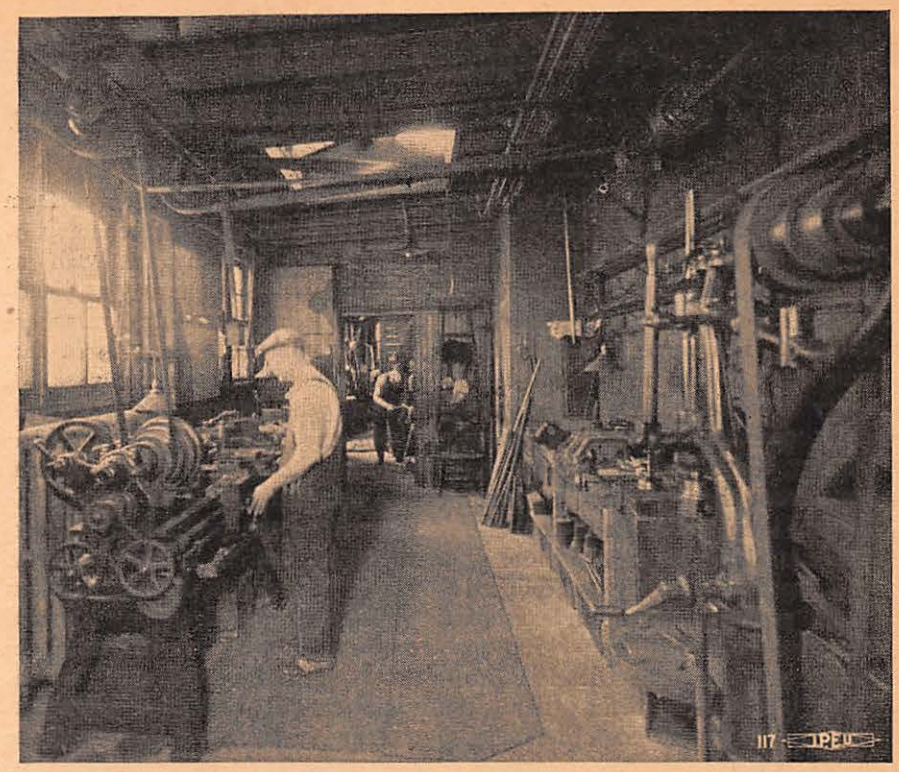
"View of assembling and testing room"

plus the mechanical action of the rotating box. Articles to be cleaned are placed in the box with the sawdust and the box is covered with wire mesh so that the sawdust sifts out while the box is being operated in its slow rotary motion. By the time all the sawdust is out, the ordinary corrosion and dirt having been removed from the part, if required, an additional operation can be made with a refilling of the box with sawdust.

After being cleaned, the relay yokes and the metal bases of the relay cases are finished with black lacquer, which is the final handling before reassembling of the relays. When assembled, each relay is given a thorough shop test and then sealed. The testing board is equipped with meters for checking the values of the coils and on the board is a telegraph type of plug switch from which can be secured the necessary voltages of battery current.

A relay to be tested is placed on hangers on the board and a background of white paper is placed back of and on one side of the relay so that an accurate check of the contacts can be made while the relay is being operated. A thermostatic circuit controller is provided on the board for making long operating tests. When this controller is used, the relay circuit is selected through contacts actuated by the thermostat which at regular intervals opens and closes the circuit. The power for this board is supplied by a 14-volt storage battery. This power can be increased to 30 volts by connecting the shop battery in series with the plant battery. Mounted on the board are four lamps which can be used for checking the contacts of flasher relays. For testing the exact making of a relay contact, there is a bell on the board which can be rung by selecting its circuit through the contact under test.

Near the high voltage power board in this room is a mast for supporting the mechanism signals while being repaired and tested. The work on this type of signal consists of a complete overhauling, cleaning, painting, and testing. When a signal is sent into the field the spectacle casting used in making the shop tests is sent with it and the only part of the unit which has to be added in the field is the semaphore. Adjustments of a signal circuit controller according to various angles of the semaphore are made by checking the position of the signal with a protractor which is fastened to the semaphore. The protractor is made of metal and stamped with graduations of the arc from zero to 90 degrees on either side of the vertical. A pendulum swung down the center of the protractor rests with its point on the number of degrees at which the semaphore stands from the horizontal. This protractor was made in the shop and much care had to be exercised in stamping the graduations so as not to enlarge the segment.



"View of machine shop"

All relays, bells, circuit breakers, motors and switch boxes are numbered and they retain their identity from that time on. A filing card is numbered to correspond with each particular instrument and a record, though simple, yet very complete, is kept of each of the above mentioned. The record card shows the assembly, dates of repair, shipment and installation, territory location, working characteristics, date retured to shop and the reason therefor. With this type of record a true and accurate performance history of each instrument is available on a minute's notice.

This card system is not only a necessary factor in the repair shop; it is referred to by the supervisor's offices, and even the signal engineer's office has occasions when this unique form of record comes in quite handy.

Machine Shop

In the machine shop, which adjoins the testing room, are tools and machinery for doing the heavier repairing and assembling work. This room is 40 ft. long and 15 ft. wide. A lathe, drill press, emery wheel and work bench form the principal equipment of this department of the shop. The machines are driven by one motor, the power being transmitted by belt and shaft. A flexible grinder located in this room is used for finishing signal mechanism and switch machine cases. The grinder is driven by a reclaimed switch machine motor, the driving shaft being 10 feet long and enclosed in a rubber hose.

The work of the machine shop includes the repairing of used equipment and the making of special parts and tools. Some of the items going through the shop are interlocking machine levers, screw jaws, dwarf signal disks, lag wrenches, punches, chisels, and long-shank bits. Not all of these articles are handled solely by the machine shop, since some of the work involves welding

(Continued on page 244)

Rudolph Diesel and His Great Invention

● RUDOLPH DIESEL contributed so much to science and industry that his name has become an adjective. It was not an honor bestowed upon him by admiring students. His name is used in the same sense that steam, gas and electricity are used. In fact, a good many users of it do not know whether the Diesel engine got its name from the inventor or some physical term. It seems to be a case of a man doing so great a piece of work that he personally was eclipsed by his product. In the indexes of literature published from 1900 to the present, the name Diesel occurs often, but as title to an article or book on the Diesel engine and not on the man of that name. In late years little or nothing has been published on Rudolph Diesel. It might be just as well from a technical point of view that he is not mentioned. Still the biography is the popular mode of literary expression, and certainly Diesel earned the right to as much honor as empresses, kings and generals. Perhaps some day a philanthropist with technical sentiments will finance the work of writing and publishing a popular biography of the inventor of the Diesel engine.

Rudolph Diesel was born in Paris in 1858. His parents were Bavarian, and during the war of 1870 it was necessary for them to live in England. Diesel's early education thus included a basic knowledge of both French and English which he was later to employ to advantage when he addressed scientific groups in Europe and America. It was in the Munich Polytechnic school that Diesel secured his first training in science. There he became interested, while under the encouraging influence of his teachers, in studying the relations between heat and mechanical energy.

After finishing school, Diesel worked as an engineer in Paris and continued his scientific studies. As an engineer he was able to realize how much fuel is wasted in the process of generating steam power and as a scientist he was able to visualize the kind of machine that would develop mechanical energy from heat with the greatest economy of fuel. In Germany, as well as France, fuel is not nearly as plentiful as it is in this country. So there was an immediate need for a fuel saving engine in both countries. In recent years much has been said about the possibility of synthetic gasoline. But such a development was not in the mind of Diesel. He approached the problem of conservation of fuel in a different way. He set his mind to the making of an engine that would employ some of the well-known laws of heat; in other words he constructed an engine that can work economically on existing fuels, rather than trying to discover new fuels for the old type of engines.

For thirteen years he worked on his "Theory of a Rational Heat Motor," publishing a book on that subject in 1893. Diesel, therefore belongs to the scientist type of inventor, as distinguished from the practical, non scientifc group which includes such men as Watt and Edison. His was not so much a method of experiment as it was mathematics. In his book he showed what kind of machine would have to be built in order to obtain an efficient power result from the expansion of air. With formula and print he constructed such an engine. He proved, at least to his own satisfaction, that an efficient heat engine could be made. By compressing air in a cylinder the temperature of the air can be greatly increased. Oil or gas if injected into sufficiently heated air will ignite and burn, and the essential action upon the piston will be produced. So an internal-combustion motor designed along those principles would be entirely different from the gasoline type which requires a refined fuel and electrical igniting devices. Diesel's heat motor required neither of those: his would burn residues from coal tar, vegetable oils and even animal oils, and ignition would be furnished by highly compressed air. There would be no great heat loss as in steam engines where so much coal is burned in the furnace and great power is lost in transmission. Diesel's engine could be attached directly to the machine it was to operate, and as for efficiency—it would develop more power per fuel unit than any engine ever built.

After advancing his theory on paper, there still remained the task of putting it into practice. Many practical engineers said that it could not be done, but it was, though not without considerable effort. Diesel built his first engine shortly after he had published his book. It performed just as the skeptics had predicted—it failed. "It did not run even one revolution," said Diesel of his first engine. It had been built according to his plans, and with everything properly assembled, Diesel himself attempted the starting. On the first injection of fuel the machine was blown to pieces and the inventor nearly killed.

Instead of proving failure to Diesel, the explosion convinced him of the correctness of his theories of heat and expansion. For it was concluded that sufficient power had been produced to destroy the engine, so why wouldn't that power if properly regulated turn a crank shaft The explosion could have been due to weak materials in the engine or some other mechanical condition that could be corrected. Diesel had faith in his mathematics, and he began immediatey to construct another heat engine. The second one was not any too much of a success either. It never ran more than a few revolutions at the time.

About four years of experimenting was required before a Diesel engine was set up for public demonstration. Engineers seeing it work were astonished; the biggest step in the development of power machinery since James Watt's first steam engine had been made. The engine was soon being manufactured all over the world, but most especially in Europe. The Diesel engine was slow to be adopted in America, because here there was still plenty of coal with which to generate steam and what savings that might be realized by low fuel costs with Diesel engines was offset by

the high first cost. Even today Diesels are not as widely used in America as they are in Europe. But gradually, as fuel supplies diminish, they will supplant many of our steam engines. Power plants are installing them, and railroads have for years used Diesels for switching and local work. The railroads have recently begun using Diesel engines on through passenger trains. If the experiments with light weight streamlined trains prove a success, Diesel engines will more and more come to replace the steam engine.

In 1903 the first Diesel marine engine was built. It was installed on a canal boat in France, demonstrating to the shipping world that they need no longer depend on steam power. The marine engine was not popular at first; it was expensive and besides the shipping people could not believe that so small an engine could do the work of steam engines with their tremendous boilers and furnaces. This latter problem was solved, however, by designing marine Diesels to resemble as nearly as possible the conventional steam engine, though it was not an improvement on the mechanism of the former models. Rudolph Diesel, the scientist inventor, was also a practical psychologist. Concerning the difficulties he had in convincing the shipowners that his engine would drive a boat, he said: "We made marine engines as nearly as possible to resemble steam engines, because the marine people adopt new things very much easier when they look similar to those to which they are accustomed."

The first Diesel locomotive was constructed in 1913 for the German State Railways. Starting the engine, reversing and increasing the power to climb grades were among the biggest problems attending the construction of the first locomotive which had taken about five years to complete. Compressed air was used to start the engine, and the compressed air was used as an auxiliary power that could be applied whenever the regular engine power did not suffice.

Starting and controlling remains today one of the principal concerns of Diesel locomotive designers. Power is transmitted to the drive wheels in various ways. Those with electrical equipment are the most widely used because the motors can be easily started and reversed. On this type the Diesel engine drives a generator which develops sufficient current for working the motors which are geared direct to the drive wheels. There also have been Diesel locomotives built with only mechanical transmitting mechanisms, and others have compressed-air driving equipment.

The Diesel and the well-known automobile motor belong in the same class of machines in so far as they both work by internal combustion. The two motors employ the same principle of air expansion and compression, but the Diesel makes considerable more use of pure air than does the gasoline type and requires no ignition system. In a Diesel engine, air in a cylinder is expanded by means of fuel ignition and this force being worked upon a piston supplies the essential mechanical energy. The piston, before being acted upon by the air expansion, makes a stroke downward which causes fresh air to be drawn into the cylinder; then on the next upward stroke, the intake valve being closed, the air in the cylinder is subject to enormous compression and becomes so hot that fuel injected at this time will ignite. It is in this respect that Diesels differ so much from gasoline engines which do not compress the air to such pressure as will cause fuel ignition without an electric spark.

Installation and Maintenance of Edison Storage Cells

● A HANDBOOK on the installation and maintenance of Edison Storage cells has been issued by the Edison Company. The book contains 27 pages of valuable instructions on the proper handling of Edison cells, various tables of useful information and is illustrated with graphs, drawings and photographs.

The instructions are rather few and simple. For a certain period of time Edison cells are practically foolproof and will operate with a minimum of attention, but to obtain the fullest efficiency from the cells they must be cared for according to the instructions prepared by the manufacturers. The following instructions were selected from the handbook:

The cells should be kept clean, dry and well painted. They require no interior cleaning, so that it is possible to construct the container with a welded top, leaving only an opening for inserting liquids. Exteriorly the cells should always be free of dirt. This requirement can be met by frequently cleaning the cells with a piece of cloth. If the cleaning is neglected for a long period, a steam jet will be of assistance in removing the dirt. Keeping the cells clean prevents the collection of moisture with the possible result of detrimental corrosion of the cell containers due to electrolytic action.

To prevent corrosion and at the same time give the cells a neat appearance, the tops after being cleaned should be coated with a light film of Esbaline, using a brush. The filler opening, inside the cell, including the valve, should be oiled with Edison battery oil; this insures proper operation of the valve and retards incrustation of the salts. Care should be taken not to spill oil in the cells.

The cells and the trays should be painted periodically. Before the paint is applied the cells should be removed from the trays and placed in solvent naphtha for approximately one hour to soften the old paint. While the cells are drying the trays can be inspected and the necessary repairs made; the trays should then be painted and set aside to dry.

After the cells have stood in naphtha long enough to dissolve the old paint, they can be easily cleaned with a stiff bristled brush. The surface of the containers should be wiped clean and dry with gasoline or naphtha. Before painting, the cells should be carefully examined for any defects or necessary replacement of parts.

The paint may be applied with a brush or by the dipping process. The recommended paint is Esbalite with which all Edison cells are painted in the factory before shipment.

While being painted the cells should be suspended by a substantial wire attached to the filler body. Caution should be observed in the use of Esbalite paint due to the fire hazard introduced by the nature of the solvent fumes.

Flushing Storage Cells

The electrolyte in a storage battery is necessary to obtain the proper electro-chemical action between the plates; this action, plus natural evaporation, gradually uses up the water in the electrolyte. The loss must be compensated for by periodically replenishing with *pure distilled water.* If the level of the electrolyte is permitted to get too low the plates become exposed and the solution becomes too concentrated. On the other hand, adding too much water means a weaker solution with possible overflowing during charge.

In cold weather after distilled water is added, the water should be thoroughly mixed with the electrolyte by agitating with a hydrometer syringe. This precaution will prevent the water from remaining on top of the electrolyte where it may freeze before mixing.

The frequency of flushing periods is governed by the type of service and the type of cell used; naturally, high type cells require less attention than standard (low) type as they hold more electrolyte.

The electrolyte level is tested by use of a heavy walled glass tube about 8 inches long of not less than $\frac{3}{16}$" inside diameter to which has been tightly fitted a short length of rubber tubing. The tube is inserted until the tops of the plates are touched, then the upper end is closed with the finger and the tube withdrawn.

The height of the liquid in the tube shows the solution level in the cell. For trickle charged cells this test may be made at anytime. In cycle charged cells the test should be made before or one-half hour after charging, as gassing during charge creates a false level.

Chicago North Western Signal Shop

(Continued from page 241)

and blacksmithing, which work is done in nearby rooms.

Welding and Blacksmith Shops

The welding apparatus is the only shop equipment in a room 10 ft. by 10 ft. adjoining the machine shop. This room is furnished with stands and racks for supporting the articles being made or repaired, and in the ceiling of the room is a chimney through which fumes from the torches are carried out by compressed air.

Next to the welding room, on the opposite side from the machine shop, is the blacksmith shop. This department obviously is a much used part of the shop and is equipped with appropriate tools, having a compressed air forge, emery wheel, drill press, and the inevitable anvil, vise, and cooling tank.

The work of reclaiming worn parts begins in this end of the shop. Switch rods and cranks coming into the shop because of worn holes are first welded with bronze around the worn area. After being redrilled and finished on the bench, these articles are good for as much service, if not more, than the new product because the wearing surface is bronze instead of iron. Also interlocking machine levers, of which there are many repaired in the shop, are given a similar reclaiming process. These parts are bronzed on the worn surfaces and finished by machine and hand.

The shop handles all the blacksmith requirements of the big Lake Street plant, besides a large amount of work from other nearby plants. Outlying plants also send in work that can not be handled in their own small shops. Any amount of special work such as lamp brackets, terminal board hangers, U-bolts, pole clamps, etc. is done here. Added to this is the task of keeping the entire Central District supplied with cold chisels, bonding punches and the dressing up of the field maintainer's forge tools.

The value of the shop's reclamation work cannot be fully shown in figures since the records kept by the foreman do not cover all the work. A maintainer may send in work with a request for quick delivery and without the routine of asking authority to do it, the work is done and delivered to the maintainer. Certain repairing involving a large number of like articles is accurately checked for cost of material and labor; then by comparing the cost of repairing the used article to the cost of a new article the foreman will know whether to reclaim equipment of that kind in the future or have it scrapped.

About the Men

The shop comes under the jurisdiction of the C. & N.W. signal and electrical engineer, R. A. Sheets, and is in the district supervised by F. L. Wells. The foreman, who is classified as a leading maintainer, is William Becker. The shop men are August Taussaint, Con Werling, Herman Lauben, and Ernest Lorenz. The following men are employed three days a week in the shop and the remainder of the week on other assignments: Otto Ebert, mechanic, and August Holtz, helper.

The mechanics are rated as signalmen as all their duties come under the term of signal work. Their standing in the signal department is the same as that of any other signalmen. Their jobs are bulletined and assignments made in the usual manner, though certain special qualifications are recognized by both the men and the management as being factors in the assignment of signalmen to the shop. It is plain to both parties that signal wiremen can not always fill the job of blacksmith or machinists very efficiently, but the other work in the shop, such as assembling, inspecting, and general repair work, is something that only an experienced signalman could be expected to do.

On perhaps every railroad where there is a signal shop, the question arises which is the best job—the field or the shop. That question cannot be answered here but a note on the discussion can be given. Those in favor of the shop can point out bad weather, motor cars and sleeping cars, lack of drinking water, working hazards, etc., while those who think the field men have the best of it can proclaim the benefits and comforts of fresh air and sunshine.

Anyway, signal shop work is important signal work on the North Western and all the men in the shop, along with Brother Becker who is Financial Secretary of Local 130 and Local Chairman for the terminal territory, are faithful supporters of the Brotherhood of Railroad Signalmen of America.

Trades and Labor Congress Convention

By D. GUIGUE

● THE Trades and Labor Congress of Canada this year returned to the city of its birth, Toronto, to celebrate its Golden Jubilee. The affiliated organizations responded by sending 388 delegates.

The convention opened September 10 and continued for five days. After the delegates had been welcomed by Mayor Stewart, who assured them of his sympathy for the workers and told what the city was doing to lighten the burden of its unemployed, there was an address by Mr. Roebuck, Minister of Labor and Attorney General in the new provincial government. Mr. Roebuck said the government intended to establish minimum wages for both men and women to make labor agreements legal, and that the wages established by the majority of agreements would be those enforced by the minimum wages board; also that company unions would not be recognized as representatives of the employes.

Mr. Gordon, Federal Minister of Labor, also addressed the convention saying that principles of labor which used to be looked upon with fear and apprehension had now become law. He had always been a believer in conciliation and had only become more confirmed in his views. The fact that conciliation officers are available, he said, should be taken advantage of. Standard wages should be maintained because when reduced, it is hard to bring them up again. Public bodies which do not support the efforts of organized labor fail in their duty, he said, and unless an employer bears in mind that labor must be fairly dealt with, he is doomed to failure.

The next address was that of the Lieutenant Governor of the Province, Mr. Bruce, and this called to mind, by contrast, an event which the convention was to commemorate, namely, that of the Tolpuddle Martyrs, those six boys who were prosecuted and exiled to a sort of devil's island because they had formed a trade union. That they had done no wrong was conceded by the judge who tried them when he said, "Not for any wrong which you have done, nor that I can prove you intended to do, but as an example to others, I deem it my duty to pass the sentence of seven years penal transportation on each one of you." The contrast between trade unionists being thus persecuted by the Crown's servants, and trade unionists' work being praised by the Crown's representative, is indicative of the progress that has been made by organized labor. Progress, said the Lieutenant Governor, will only cease when there are no more problems to solve. Hope will then cease to exist since it will no longer have its *raison d'etre*. Speaking of the machine problem, he expressed the belife that the machine would yet prove to be mankind's greatest friend. We shall be too wise, he said, to believe that the tyranny of the machine can be substituted for the tyranny of men. He treated principally the problem of the slums, which he termed centers of social corruption. The work of a committee appointed with the Lieutenant Governor as chairman to investigate the problem of the slums in the City of Toronto, was the subject of a very interesting report, part of which he read.

President Tom Moore remarked in his address that those who disagree with us had failed to demonstrate that they had a better method and challenged rival organizations to bring together three or four hundred delegates, discuss their problems freely and openly and show that they had the confidence of the people. He then made a brief review of events since the World War.

One hundred twenty-three resolutions were acted upon, the majority of these had to do with the continuation of the policies of the Congress, but several dealt with matters that were new and of great importance. One of these asked for a National Retirement Act for railroad employes similar to the act passed in the United States.

Another resolution requested that ballot papers be so revised as to show the political party represented by a candidate instead of showing the candidate's occupation as at present. Both carried.

A special resolution was introduced because the Provincial authorities had just ruled that the employes of the Hydro must keep out of politics. A committee was appointed to meet and did meet the authorities with the result that the ruling referred to was lifted before the end of the convention. The convention adopted a resolution pledging itself to use every legitimate means at its disposal to defeat Fascism and to urge the Government to pass legislation against the wearing of uniforms in public by members of political organizations.

There was much debate over the question of whether unemployment insurance should be contributory or non-contributory. The contributory plan carried. One resolution which was unanimously carried, aimed to have trade unionists exempted from income tax to the extent that they voluntarily contribute for the support of fellow trade unionists.

Minimum wages for men was also the subject of prolonged debate. The committee's final report, which was accepted, admits minimum wages with proper safeguards which were set out in detail.

Excerpts from a company union agreement were read to the convention and among that agreement's stipulations was the one that the management's decision would be final in all cases. Of course the only surprising thing about that is that employes should be satisfied with company unions.

The addresses of the fraternal delegates which we heard on Wednesday were both very good.

Mr. McGurdy, A.F. of L. delegate showed that there is no hope of having codes or laws passed for the benefit of labor properly applied unless the workers are organized. Mr. McGurdy pointed out the necessity of cooperation between the trade unions of the United States and Canada, their interests being interlocked.

Mr. Marshbank, delegate of the Trade Union Congress of Great Britain, said trade unionism was the pillar of democracy and that we must retain the strike weapon and refuse compulsory arbitration.

(Continued on page 251)

The Railroad Situation Today

● THE volume of the traffic on the principal railroads during the first nine months of 1934 is a reliable indication of the improvements in general business conditions in comparison to last year. Because of the comparative brightness of the immediate past the outlook for the future seems much brighter than this time last year. Most encouraging of all the signs of improved conditions is the fact that business is being conducted on a sound financial basis; there are no artificial stimulants being used in the form of inflation to encourage the hurried purchasing of goods before prices advance.

Except perhaps on account of seasonal trends the railroads and other industries will hold these gains that have been recently enjoyed, so that employment at least will remain as good through the winter as it is now. It is the intention of the Government to see that there will be no shut-down of business activities the coming winter. Already there has been much discussion in the press of a nation-wide program of grade-crossing elimination. The estimated appropriation for this work is $1,000,000,000, of which about 70 percent will go to labor.

Signalmen, both those now working and on furlough, will benefit by these Public Work Administration jobs. Any work that involves the moving of railroad tracks requires the relocating of signals and new bonding, all of which will be done by signalmen. Another phase of the PWA work is the installation of flasher-light signals at grade crossings. This work has gotten well under way in several states, giving employment to many signalmen.

Several purposes of the Federal Government are to be served by the railroad PWA projects. Employment will be increased, with the result that general business conditions will improve, and work will be accomplished which will benefit the entire country. It has been recognized that of all industries in the United States the people are more concerned with the prosperity of the railroads than any other. The average citizen, if he does not work for a railroad or a related concern, depends upon the railroads for transporting his food and clothing as well as himself, and in many other ways comes in contact with railroads every day. So a program of improvement work to increase the welfare of the entire country certainly must include the railroads.

In addition to signal work being made possible by the above appropriations, there is some work being done on the eastern railroads, some of which also is financed by the Government. The railroads themselves, however, have been able to appropriate from their earnings enough to carry on certain much needed signal repair and construction work. It has been obvious since the beginning of the depression that railroads could not continue to operate without giving more attention to the signal apparatus. Signaling has become too great a factor in the high-speed requirements of transportation to be discontinued or to even remain undeveloped.

An example of the improvements that are necessary in many existing signal systems can be taken from the Pennsylvania's Electrification Project between Philadelphia and Washington. In that district it is proposed that the present speeds of the trains be greatly increased when the electrification is completed. To safely accomplish that desire it was necessary to install a new and improved signal system. The old system was not designed for the new trains. And such will be the case on many other roads; the signaling system will have to be in keeping with modern demands for speed and safety.

The actual conditions of employment in the signal field throughout the country for the year 1934, as compared to 1933, is best shown by the following figures:

	July 1934	July 1933
Signalmen and signal maintainers	7,708	6,857
Assistant signalmen and assistant signal maintainers	1,326	1,314
Signalman and signal maintainer helpers	3,231	1,910
Total	12,265	10,081

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Railroad Purchases

During the first seven months of 1934, according to *Railroad Data,* class 1 railroads expended for materials and supplies $372,000,000, an increase of $144,000,000 or 63 percent over a corresponding period of 1933 and 37 percent over the same period of 1932. The month of June, 1934, showed more railroad purchases than any month since June, 1931. In July, 1934, there was a decrease in purchases of $8,000,000, as compared to the preceding month; this was due in part to the fact that the railroads had exhausted the funds lent to them by the Federal Government earlier in the year.

The sales of the General Electric Co., whose business always reflects the prosperity of the railroads, shows an increase of 25 percent for the first nine months of 1934, as compared to the same period of 1933. A large part of this increase is due to the demand for electric locomotives, there being in the various electric plants a total of 106 ordered constructed this year.

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Scientific Railroading

In July, 1933, the Science Advisory Board was appointed by President Roosevelt for the purpose of compiling in an orderly, scientific manner all the data available on the production methods of the various industries in the United States. From the knowledge thus obtained it is believed that improvements can be made in the operation and management of the nation's farms, factories, mines, and railroads. The members of the Board consist chiefly of the directors of the largest and most representative of the country's industries.

In response to a request from Coordinator Eastman, the Science Advisory Board appointed a committee to study the problems of railroad research. Working in cooperation with this committee is another committee representing the railway executives. The combined committee is now making a survey of the entire railroad industry, endeavoring to determine whether all the railroads are making the most of modern technical knowledge and business management.

Heretofore railroads have depended chiefly upon the laboratories of manufacturers for new and improved

materials and equipment. What technical and scientific advances the railroads themselves have made are the results of long and costly experimentation. The Science Advisory Board proposes that the railroads take measures to test its own equipment and materials and make laboratory researches into all the scientific developments related to railroad operation.

One of the efforts of such a scientific board no doubt will be to establish national standards. When the important factor of signaling is to be considered by the board, it will be found that national standards exist only in a very general way. One road may have the latest light or cab signals, while a parallel road with an equal need for modern signals may be using signals which were new in 1900.

Scientific investigations into railroad operation certainly must include signaling, and it hardly seems necessary that new experiments be made. Whether it has been an efficient method or not, the railroads and signal manufacturers have applied the latest scientific and technical knowledge to the development of signaling equipment. What is greatly needed is wide application of modern signal equipment, which without doubt will receive encouragement from the scientific body.

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The U. P. Streamlined Train

On Oct. 25, the Union Pacific six-car streamlined passenger train arrived at the Grand Central Terminal, New York City. The train had come to the end of its 57-hour run from Los Angeles. No event in railroad history since the building of transcontinental lines had aroused so much interest. East and West had come within 57 hours of meeting by safe and comfortable railroad travel.

Most prominent of the modern transportation ideas represented by this train is the Diesel engine. Electric power generated by the Diesel engine drives four traction motors connected to the axles of the power car. The Diesel engine is the V-type and has 12 cylinders. A speed of 110 miles per hour can be attained, but the average speed over a long distance is not expected to exceed 90 miles per hour.

In all parts of the train can be seen remarkable changes from the old style of construction. It is constructed of aluminum alloy and weighs 200 tons, as compared to 700 tons of a conventional steam train of the same length. The train has the appearance of a single car 376 feet long. As far as interior space is concerned, the train is a single unit. There are no divisions of the train by vestibules and steps. Every possible space is used, making it possible to provide longer sleeping berths and to have each separately enclosed. The train has sleeping accommodations for 68 passengers.

In naming the engineering factors contributing to the successful construction of such a train and the record-breaking run across the country, the signaling equipment cannot be overlooked. The train is equipped with automatic speed control apparatus and cab signals which were effective where the necessary track circuits were in operation. Throughout the run of the train it was protected by automatic block signals, most of which were the color-light type. These devices, of course, are not new to railroading but without them the high-speed train could not have set its great record.

All the signaling equipment was assured to be in proper working order by being given special attention by the hundreds of maintainers on the roads over which the train operated. That the signaling equipment and the maintainers performed their duties well is attested by the fact that so far no reports have been made of a signal failure affecting the train. Perhaps it is not unusual for a train to travel that far without receiving a single stop signal, but considering the great number of signals and the many things that could happen to cause a failure in such a distance, the achievement is at least worthy of mention.

The maintainers were advised by letter of the schedule of the train and instructed to cooperate with other departments where their duties would permit, so that no delays or accidents would occur. The letters conveying these instructions vividly described the responsibilities of the signal department. Some of the letters advised the maintainers as follows:

You will be informed by bulletin of the schedule of the new Union Pacific Streamline Train which is making a test run between Los Angeles and New York. All existing speed records between those two points are expected to be broken by the train. In order to prevent unnecessary delay to the train on account of signal failures, you will be required to make special effort to see that all signal equipment in your care is in good condition.

On the day that the train will run over your territory please include in your work program the following duties:

If the train is on daylight schedule, go over your territory sufficiently in advance of the train to inspect all your equipment and make the necessary repairs.

Check all interlocking plants by having levermen make the line-ups for the train in time to allow for correcting any trouble that may develop.

Highway crossing signal apparatus should be inspected if it is deemed advisable. The train will be attracting many people, which together with the great speed of the train, makes it important that all crossing signals are in good working order.

In some cases signal maintainers will be subject to assignment to flag at unprotected crossings, such assignments to be made by the operating department.

Do not place motor cars on the tracks within 15 minutes of the time the train is scheduled to arrive, and see that inexperienced employes do not interfere with the signal apparatus and that they remain a safe distance from the tracks.

Oil Days

I hope I got the oil charge
Somewhere near right this time,
But still I feel a little queer
As I'm writing down this rhyme.
You've got to figure every drop—
An ounce gives lots of chance—
And I am liable to get reamed,
Or kicked right in the pants.
I used to drink about a quart
When I was out lamp day—
You see I had to cut this out
And do it right away.
'Twas worse than cutting out the boose
And harder far I think,
Than giving up a Mail Pouch chew
When you're thirsty and can't drink.
But then I've found a substitute—
Perhaps you'll have to smile—
When I say I cut the Long Time out
And drink the pure Black oil!

—F. S. Curtis.

Grand Officers Department . . . .

October 22, 1934.

TO ALL CONCERNED:

This is to advise you that the undersigned, in accordance with action of our recent convention, has been granted a leave of absence from the duties of Grand President of our Brotherhood in order to serve as a member of the National Railroad Adjustment Board.

Effective as of this date the office of Grand President will be filled by Brother A. E. Lyon, who will be known as Acting Grand President and will assume all the duties and authority of the chief executive of our Brotherhood.

Fraternally yours,
D. W. Helt.

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The letter which appears above was sent on the date shown to all General Chairmen, all Recording Secretaries of Local Lodges, and to others concerned. It is reproduced here in order that all members will have the information and be guided accordingly.

Our convention in August acceded to Brother Helt's request that he be granted a leave of absence from the office of Grand President of our Brotherhood on account of the condition of his health and in order to permit him to serve as our Brotherhood's representative on the newly created National Railroad Adjustment Board.

I am sure that all our officers and members join in wishing Brother Helt improved health and every success in connection with his new duties.

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It is likely that all our members have read the press accounts of the opinion and decision rendered on October 24, 1934, by Chief Justice Wheat of the District of Columbia Supreme Court, declaring the Railroad Retirement Act unconstitutional. While this decision is disappointing to all officers and members of the railroad labor organizations—and I daresay to the free riders, as well—we all hope and confidently expect that the United States Supreme Court will look upon the Retirement Act differently and reverse the decision. Immediate steps are being taken to appeal to the Supreme Court and it is hoped that a final decision will be forthcoming during the next two or three months. The decision or opinion of Chief Justice Wheat was as follows:

IN THE SUPREME COURT OF THE DISTRICT OF COLUMBIA
Holding an Equity Court.
Equity No. 57,557:

THE ALTON RAILROAD COMPANY AND OTHERS,
Plaintiffs,

v.

RAILROAD RETIREMENT BOARD AND MURRAY W. LATIMER, JOHN T. WILLIAMSON and LEE M. EDDY, INDIVIDUALLY AND AS MEMBERS OF THE RAILROAD RETIREMENT BOARD
Defendants.

MEMORANDUM.

This action is brought by 134 Class 1 railroad carriers or their Receivers or Trustees in Bankruptcy, the Pullman Company, the Railway Express Agency, Inc., and the South Eastern Express Company, to test the constitutionality of the Railroad Retirement Act (Public No. 485, 73rd Congress.)

The Act provides for the appointment of a Railroad Retirement Board, charged with administering and enforcing the Act, to be composed of three members appointed by the President by and with the advice and consent of the Senate. This Board and its individual members are the defendants in the case.

The Act is entitled "An Act to provide a retirement system for railroad employes, to provide unemployment relief, and for other purposes." It is set forth in full as an appendix to the bill. The relief asked is an injunction against its enforcement.

The defendants have answered the bill, but no serious issue of fact is raised by the answer. The case came on to be heard in the form of a motion for a temporary injunction but by agreement of the parties it has been treated as a final hearing upon the merits, both sides submitting evidence in the form of affidavits.

Briefly, the Act sets up a retirement and pension system for all employes of carriers subject to the Interstate Commerce Act. Retirement is made compulsory at the age of 65, but may be extended by agreement between carrier and employe for successive periods of one year until the age of 70. Every person who has been in carrier employ since within one year prior to the passage of the Act is entitled to receive the annuity upon attaining the age of 65, calculated by the application of graduated percentages of his average monthly compensation to the number of years of his service not exceeding thirty. Employes completing thirty years of service may retire before the age of 65, but annuities payable prior to the age of 65 are reduced by 1/15 thereof for each year that the employe is below the age of 65, except where the retirement is due to physical or mental inability to continue in the service. To provide funds for the payment of the annuities which are to continue during the lifetime of the annuitants, and the administration expenses of the Act, carriers and their employes are required to contribute to the retirement fund, the employes contributing at the present time 2% of their compensation and the carriers twice the amount of the employes' contributions. The Retirement Board is given authority, if, as and when necessary to increase the percentage fixed in the Act, without, however, altering the ratio between employe and carrier contributions. The carriers are required to deduct the contributions of their employes from their compensation and to pay the sums so deducted, together with their own contributions, quarterly into the United States Treasury, the first contributions being payable on November 1, 1934, and the first annuities under the Act being payable after February 1, 1935. Official representatives of employe organizations who are former carrier employes are given the option of becoming beneficiaries under the Act by contributing to the retirement fund both the employe and the carrier contributions.

Both sides seem to agree that the only source of power in Congress to pass such an Act is the Interstate Commerce Clause of the Constitution. The plaintiffs claim in a broad way that the Act is not a regulation of interstate commerce and in addition point out certain provisions of the Act which they claim invalidate it because they are not regulative of interstate commerce or are arbitrary, unreasonab'e, capricious and confiscatory, and amount to a taking of their property without due process of law.

In this memorandum I have merely outlined my conclusions without taking the time which would be necessary for an elaborate discussion, for I realize the importance to all of an immediate decision.

I am not prepared to say that the enactment of a statute providing for the compulsory retirement at a certain age of employes of railroads engaged in interstate commerce, together with provisions for the pensioning of employes so retired is beyond the power of congress under the interstate commerce clause of the Constitution. Congress has power to regulate the relation of master and servant between interstate carriers and such of their employes as are actually engaged in interstate commerce. The fact that so many of the plaintiff carriers have for many years maintained vo'untary retirement and pension systems furnishes persuasive evidence of their belief that such systems tend to promote the efficiency of their personnel by stimulating loyalty, encouraging continuity of employment with resulting security for old age, and thus increasing the morale of those in the organization. It is argued, however, that the features of the voluntary pension systems which tend to promote these desirable ends not only are absent from the retirement Act but that it contains other provisions wholly subversive of those ends. It is said that the Act being mandatory upon the carrier relieves the employe of any feeling of gratitude or loy-

alty which naturally is felt toward a benefactor; that it does not promote continuity of service because the benefits of the Act do not depend upon any length of service in any particular employment or by any particular employer; so that there is no incentive for an employe to remain continuously in the service of any particular carrier; that the right to receive the annuity in no way depends upon efficient and faithful performance of duty, and that the benefits of the Act are shared equally by all employes even those discharged for cause.

These matters, however, seem to me to involve questions of wisdom and propriety rather than of power and to be for the consideration of the Congress rather than of the courts.

When the Act is examined in detail, however, I find it contains provisions which, in my opinion, were beyond the power of Congress and which render it unconstitutional.

In the first place, the Act is unconstitutional because it extends its provisions to persons not engaged in interstate commerce.

The Retirement Act confers its benefits upon all employes of any company to which it relates without regard to distinction between interstate commerce, intrastate commerce, or activities which do not constitute commerce at all.

It was held in the Employers' Liability cases, 207 U.S. 463, that one who engaged in interstate commerce does not submit all his business concerns to the regulating power of Congress and that an attempt on the part of Congress to extend its regulatory powers to all employes of an interstate carrier regardless of their duties and the work performed by them made the Act invalid. The present Act applies to all employes of the plaintiffs. Indeed there is no claim that it does not. It appears from the record in this case that some 200,000, approximately 1/5 of all the employes of the plaintiffs, do not work in interstate commerce or in work so closely connected therewith as to be a part thereof. Among these men may be mentioned mechanical employes; executive and general officers and their staffs, not including the operating vice presidents and their staffs; those engaged in accounting not having a direct relationship to interstate transportation; those engaged in the construction of buildings, or the construction of new equipment; those who devote themselves to finances, custody and administration of funds or corporate proceedings and records; those engaged exclusively in work relating to real estate taxes and titles, in the management, operation, care and protection of buildings or lands not devoted to or used in connection with transportation and men employed in coal mines. As to some of these men, there may be room for differences of opinion as to their proper classification, but it is plain that there are many who are not in any real sense engaged in interstate commerce.

The proof shows that the Long Island Railroad Company, whose lines are wholly within the State of New York, the Illinois Central Railroad, and the New York Central Railroad have a large number of employes engaged solely in intrastate service. It appears that the New York, New Haven & Hartford Railroad has physical property of the value of more than $7,000,000 which the Interstate Commerce Commission has classified as non-carrier. The New York Central has property in excess of $43,000,000 so classified. The Pennsylvania Railroad Company has $17,000,000, and the Union Pacific, $10,000,000. The employes engaged in work in connection with this property are included as beneficiaries of the Act.

It seems to me that Congress exceeded its power to regulate interstate commerce, when it attempted to make all employes of the plaintiffs beneficiaries under this Act, making no distinction between those engaged in interstate commerce and those not so engaged.

Section 1 of the Act includes as employes entitled to its benefits everyone who has been in such service within one year before the enactment thereof. The evidence discloses that about 143,000 men left the service of the railroads during that year and were not in such service on the date of enactment, and that of this number approximately 80,000 probably will not return to the railroad service. Some of these men were dismissed for the good of the service. I can see no reasonable relation between giving these men the benefits of the Act, and the regulation of Interstate Commerce.

Furthermore, the Act provides annuities for all persons who, at the time of its enactment, were, or within the period of one year before its enactment had been, in carrier service and who had attained, or thereafter should attain, the age of 65 years, or had completed or thereafter should complete 30 years of such service. The right to the annuities is not dependent upon the rendition of service subsequent to enactment and the computation of the annuities is not confined to service rendered subsequent but includes service rendered prior thereto.

The defendant Latimer, in his affidavit, shows that upon the assumption of the retirement at 65 of such of the present employes of the carriers as, on an expectancy basis, survive to that age, the gross annuities required by the statute to be paid to them for service rendered prior to the enactment of the law will amount in the aggregate to over four billion dollars.

The statute provides that upon the reemployment hereafter by any carrier of any man previously in railroad service all of his prior service is to be counted as part of the service entitling him to the annuity. The evidence tended to show that there are today over a million persons with that possibility.

To require the plaintiffs to contribute huge sums of money to be devoted to the payment of pensions or annuities based upon services long since completed and fully paid for seems to me to take their property without due process of law.

I am constrained, therefore, to hold that the Act is unconstitutional.

The natural reluctance which a judge feels when compelled to hold an act of Congress unconstitutional is in this case somewhat tempered by the fact that the Act seems not to be satisfactory even to some who favor it in principle and purpose. When the President gave his approval, he made a statement explaining his action, in which he said, among other things:

"Decision on this bill has been difficult."

He gave as among the "principal arguments against the measure:

"(a) The Federal Coordinator of Transportation at much public expense is now engaged in a thorough survey of the whole subject of employment security on railroads. He requested many months ago that legislation be deferred until the completion of these studies and the filing of his report.

"(b) The bill, although much improved in its final form, is still crudely drawn and will require many changes and amendments at the next session of Congress."

A decree will be made in favor of the plaintiffs, granting the relief prayed for in the bill.

ALFRED A. WHEAT,
Chief Justice.

October 24, 1934.

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It is a pleasure to be able to announce that the signal department employes of the Washington Terminal Company (Washington, D.C.) have designated our Brotherhood as their representative and a subordinate lodge with nearly one hundred per cent membership has been installed. The new local is known as National City Lodge No. 114 and was installed by Vice President Cone on October 8, 1934.

Officers and committees have been elected and negotiations are in progress, under the direction of Vice President Cone, looking toward an agreement between the management and our Brotherhood covering wages and working conditions.

This has been the only terminal in the United States where the management has succeeded in past years, through a company union set-up, in avoiding dealing with our Brotherhood.

We welcome the new brothers of National City Lodge No. 114 to our ranks and express our confidence that their support and cooperation with organized railroad signalmen throughout the United States and Canada will continue in future years without interruption.

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Two other new subordinate lodges have been installed recently, No. 175 on the Toronto Terminal and No. 176 on the Louisville and Nashville. The new local at Toronto is largely composed of former members of Local 165, which has in the past been composed of members employed on both the Canadian National and the Toronto Terminal. The new L. & N. local is located at Latonia, Kentucky, and has been brought into existence by a re-arrangement of the jurisdictions of other locals on that railroad system.

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Our members will be interested in learning that an impartial arbitration board at San Francisco has recently made an award sustaining the contentions of the International Longshoremen's Association. The

controversy thus settled by arbitration is the one which precipitated the so-called general strike in San Francisco a few months ago.

The arbitration award gave the longshoremen the six-hour day, thirty-hour week, a substantial wage increase (hourly rates of 95c for straight time and $1.40 for overtime) and control over the dispatching. Hiring halls, maintained and supervised jointly by the union and the employers, were also established by the arbitration award. This was one of the principal demands of the Union when the controversy started.

During the arbitration proceedings, the Union's case was presented by Mr. H. P. Melnikow, Director of the Pacific Coast Labor Bureau. Mr. Melnikow, it will be remembered, acted as counsel for our Brotherhood during an arbitration with the Southern Pacific in 1927.

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The General Grievance Committee of our organization on the New York Central Western System Lines—representing the membership on the New York Central Lines West, the Michigan Central, the Pittsburgh and Lake Erie, the Big Four, and the Cleveland Union Terminal—held its regular biennial meeting in Cleveland on October 13. Brother W. J. Doble of the Michigan Central was elected to the office of General System Chairman and he assumed the position on a full time basis on November 1. Brother Doble had been filling the position temporarily and upon a part time basis since August 1 of this year. I am sure that he will fill the position in an able and conscientious manner and I trust that all our officers and members on the railroads covered by the committee will give him their unreserved assistance and cooperation.

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It appears that railroad company unions will soon be entirely wiped out of existence if the present trend continues. In nearly every case where secret ballots have been taken to determine whether the legitimate organizations or the dummies are to represent employes, the company unions have lost out. The shop crafts unions have re-established themselves on such outstanding railroad systems as the Union Pacific, Northern Pacific, Illinois Central, Rock Island, Lackawanna, and Missouri Pacific during the past few months and other organizations, confronted with the company union issue, have had similar success. The provisions of the amended Railway Labor Act have undoubtedly acted as a new bill of rights for that portion of railroad labor which has been under company unionism and predictions are being fulfilled that when company influence or coercion was eliminated the men would rapidly affiliate with the standard legitimate organizations.

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Now is a most opportune time for every local lodge to increase its efforts to build up its membership. Many locals have adopted the special arrangement authorized by the recent convention whereby suspended members may be readmitted with but very little cost. This authorization is only effective until the end of the year and every possible effort should be put forth between now and that time.

It is suggested that every local lodge, whether or not they have adopted the dispensation, appoint an active, aggressive, organizing committee which will see to it that every nonmember and every delinquent or suspended member is interviewed and his membership solicited before the beginning of the new year. These men, I am sure, will all gladly accept the additional restoration in pay and their fellow workers, who by their membership made the restoration possible, should certainly not neglect an opportunity to remind them of their duty and obligation to the Brotherhood.

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This year's convention of our Brotherhood again called attention to the strange fact that so many of our members have failed to take advantage of the benefits of the voluntary death and disability fund of the organization. Surely all members should know the details of this plan, yet it seems that every member who has taken the trouble to familiarize himself with it would become a participant without hesitation or delay.

Five-sixths of all the money paid into our Protective Fund is disbursed in death or disability benefits to the widows or surviving dependents of deceased members or to disabled members in event of total disability. Only one-sixth of all income into the fund is used to pay the cost of administration. Participants pay a ridiculously small amount for the benefits provided.

A member of the Brotherhood when he becomes a participant in the death benefit fund, pays the sum of $2.40. He pays no more until after the death of ten participating members, when he is notified by an assessment notice and then remits $1.20 for the next group of ten claims.

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Blanks to be used in applying for participation in the Protective Fund appear frequently in the JOURNAL, or they may be obtained from Grand Lodge headquarters. I urge every member who reads this and who is not already a participating member, to immediately fill in one of these blanks and thereby join other members in their worthy efforts to help in a small way, the widows and surviving dependents of deceased members.

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A communication received from the National Mediation Board just before this issue of the JOURNAL goes to press, advises that the Brotherhood of Railroad Signalmen of America has, as the result of a secret ballot, just taken, been duly designated and authorized to represent the signal department employes of the Great Northern Railroad.

This means that the company union which has existed on this railroad for the past eight years has been displaced and will cease to function.

Our organization wil now proceed with the selection of a general committee and negotiations will be started with the railroad management.

Fraternally yours,
A. E. Lyon,
Acting Grand President.

New Local in Canada

On October the 21st, 1934, it was my pleasure to install the officers in the new local, namely, Toronto Terminal Local No. 175 in Toronto, Canada.

The members comprising Local No. 175 are by no means new members in our organization; they were members of London Local No. 165.

Owing to the long distance it was necessary to travel to attend meetings in London, and train service, they found it difficult to keep informed on the subjects Grand Lodge was sending out from time to time.

Now that they have a local of their own, they can take up working conditions in the Toronto Terminal with their immediate officials, and we wish them every success, also hope they remain one hundred per cent organized as at present.—W. J. Pettit.

The New Journal

● READERS will notice a big change in this issue of the SIGNALMAN'S JOURNAL. A new style of type has been adopted, the headings of articles made more clear and bold and the cover designed in colors. It is hoped that the change will meet with approval from the membership and that comments on the new style will be forthcoming from the readers.

● LABOR journals are educational as well as fraternal. Their educational work includes the giving of information to interested parties on the subject of working conditions among the various groups of working people. Employers, students and writers refer to labor journals when they seek knowledge on the labor question.

It is recognized by all classes that working people are the best judges of the significance of an article concerning a phase of the labor question. Since labor journals are written for the most part by working men, it is logical to conclude that first-hand information on the world of labor can be obtained only through these journals. Hence the extensive use of labor journals by college libraries.

Another educational feature of trade journals is the publishing of technical articles on a particular class of work. In highly specialized fields, such as is encountered on railroads, there are very few text books which would appeal to the average tradesman. The books explain in an abstract, general way, the application of theories and scientific knowledge, while a magazine article can describe, and be fairly certain of being interesting, understandable and enlightening to a mechanic, a concrete mechanical object in actual work.

Trade journals have still another purpose which they serve commendably. Through no other agency could working men present their human rights to the general public and obtain support in the legislatures and courts. Railroad men today are in a position to appreciate the function of their organization journals. In every issue of the railroad labor journals are descriptions of enacted or proposed legislation involving the working conditions of railroad men.

It is of interest to know that the oldest labor paper in America, *The Mechanics' Free Press,* in 1833 made a special appeal to Congress to place some limitations on the privilege of working children in factories and farms. Pathetic reports of industrial towns in which not more than one-sixth of the children could read or write are recorded in old copies of this labor paper.

Many of the social evils decried by this early trade journal have been abolished. It is not being too liberal giving *The Mechanics' Free Press* some of the credit for securing better working and living conditions and educational advantages. Neither is it hoping too much to look forward to a time when all the legislation advocated in the present day labor journals are written into law.

Trades and Labor Congress

(Continued from page 245)

The speeches which followed our banquet on Wednesday were much more solemn than is customary on such occasions. That was befitting, since they were in commemoration of the Tolpuddle martyrs. Also the broadcast play which followed was much more eye-wetting than side-splitting, but it does good to the soul of a labor man to have thus impressed upon him what the beginning of trade unionism cost.

The Secretary-Treasurer's report showed that per capita had been paid for 102,000 members.

The convention next year will be at Halifax.

I thank the brothers for the privilege of representing them at the Trades and Labor Congress of Canada, and hope this report will be of some interest to them.

MEMBERS CHANGING ADDRESS

Members changing address should immediately fill in the following blank and mail to THE SIGNALMAN'S JOURNAL, 3455 Lawrence Ave., Chicago, Ill.

Name ..... Cert. No.....

New Address .....

.....City, State of.....

Old Address..... Street.....

.....City, State of.....

I am a member in good standing of.....Lodge No.....

Located at.....City, State of.....

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of the

Brotherhood of Railroad Signalmen of America

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Local Lodge News . . . . . .

Lodge 5, New Haven

Greetings from the Scribbler:

Well the time has again come when I will have to make a bold attempt at scribbling something for our JOURNAL.

First we want to advise you of the passing away of one of our good brothers from the Norwood Central Territory, Brother James Donohue. Brother Donohue will be missed by his brothers where he toiled; also from his home fireside.

We are already feeling the effects of the chilly weather up here in the North East corner. I am thankful that I saved my old red flannels because they will come in very handy before the balmy weather of April shows up again.

I had the pleasure of seeing Brother Jock from down Buzzard Bay way the other day and he told me that they, that is, Brother Healy and he, were going to try to come to the next meeting. He did not say they would but they might. There is always a chance.

We have not had the pleasure of seeing the brother from Concord Junction for a darn long time. Maybe he is still practicing those flying stunts that he tried out earlier in the season. If I were he, I should desist from such activities until the weather warmed up again.

Well by thunder, what do you know? We had to postpone the election of officers for one meeting due to the fact that so many of the boys are afraid to be about after the darkness sets in. Now, I do not see any reason for them to be afraid for when you get a couple of gills of joy water under your belt you would not know whether it was dark or not. I know whereof I speak.

Some of the boys are getting into a bad habit; that is, when they see someone who is going to a meeting they present him with their dues, then they won't have to bother going to the meetings themselves. Now Bill still lives out around Walpole somewhere. Of course, I do not know, he may have changed his address since I saw him last, but the last time I knew it was 1291 Main Street. Now your guess is just as good as mine and any monies that are sent to him will get prompt attention—that is, if he is home when the mailman comes.

Oh, by the way, this nearly slipped my mind. Brother William Purdy of Mansfield has also passed to the Great Beyond from which no traveler ever returns, He likewise will be greatly missed.

There were times at our meetings when there was only standing room but things have changed quite a lot since those days. There must be some reason for this. First, we might say that the riding facilities are not as adequate as they were; but quite a few of the boys have their own facilities and when they once get their foot on the accelerator and hand or hands on the steering wheel, they steer in the opposite direction or in the direction that does not lead to the meeting place. Then again, the men in the field are less than they were a few years ago, but those who are left should be more attentive and not let George be the sucker all the time. If they should all be at the meetings the Scribbler would be able to write several pages in the JOURNAL instead of several lines. But that is the way of the world—there are only a certain amount of bees in a hive that are workers, the rest are drones and gloat on the good the rest have done and are still doing. Do not be a slacker—come in and put your shoulders to the wheel and give your officers a boost, even though you should boost them out they will scramble back again, and with a smile.

Au revoir,

520 B.

●

Lodge 9, Chicago & North Western

Well brothers, here we are again and one more month gone. The weather has been very good, just like spring, so I suppose you men out in the field are taking advantage of it and getting all your work cleaned up for the winter.

We have had all of our laid-off men working for awhile but some are now laid off again, but we hope things will pick up so we can all be working full time. I suppose next February when the new pension takes effect we will have most of our men working as I think Local 9 will have six or seven men to come under the pension.

I don't know how many of you have paid up your dues for the fourth quarter as you know our Financial Secretary (Brother John Gerke) is on a wedding trip from October 2 to October 23. I received ten dollars dues from F. J. Weber, Wausau, Wisconsin. Thanks, Brother Weber. I wish all the men who are behind in their dues would send them in and help us along, so if any of you brothers know of some who are not up to date just remind them to pay up so if anything happens they will have some backing.

Now I will remind all you brothers again. Don't forget our meetings. We need more of you brothers to attend. Our next meeting is October 28 and we hope we have a few more there than we have had. Now brothers, no alibis for the next meeting. We had three brothers who had the same alibi for the last meeting, so they said, so don't forget again brothers.

Say, Ray, when you go to sleep after dinner set the alarm clock so you won't oversleep again and miss the meeting. Well, anyway, everybody come up and if you would like to have our meetings at night instead of on Sundays, then why not come up and say so?

Well, brothers, I took a week off the first of October and took a trip to Minnesota and Ohio and I claim I got stung on the Pennsylvania Railroad dining car. I don't think they know the war is over. I had a little lunch on diner No. 4442 on train 216 on October 6 and we had pea soup, two slices of whole wheat bread, one apple pie á la mode, two glasses of grapejuice, one coffee, and the bill was $2.00. Now you brothers on the Pennsylvania Railroad, when you ride on the Chicago & North Western Railroad, don't be afraid of them holding you up like that. You can get a good dinner for less than $2.00. My wife and I had a chicken dinner on train 501 going to Minneapolis and the two dinners only cost us $1.65, so I think you brothers on the Pennsylvania Railroad should tell them on your dining cars that the depression is still on.

Now all you brothers come up to the meetings and get after the nons and show the nons that we mean business and if they don't want to pay their share, give them the cold shoulder. Let them know that if they have no card, they receive no favors.

J. Homuth.

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Lodge 18, Pennsylvania Railroad

The conditions on the P.T. Division remain the same. Our Delegates, namely Fulton and Yocum, returned safe and sound from the convention held in Chicago. From all accounts of the minutes of the convention we were well represented. Their report was received very favorably by Local 18. It looks like Bro. Yocum and Fulton were afraid to have their picture taken as it is hard to find them in the picture in the JOURNAL. Stage fright, boys?

I am sorry that more of our members did not hear their report as it was very interesting. I would at this time like to express our sympathy to Bro. Dynan in the loss of his new-born baby.

We have had the pleasure of having at our meeting one of our oldest members, not in age, but membership, none other than Bro. George Wynne. Let's see if a few of our members will not try and turn out at the meeting. Brother McLaughlin, Office Engineer, is one of the best experts on Bee's Wax, ask Mac. We would also like to know why Bro. McLaughlin was presented with a birthday cake with a burnt out bulb in it. Look out for Lefferts and Becker as they are gunning for bad wires. They tell me that Bro. Black has finally overcome his losses. Brother McCaffery should receive the credit.

We were wondering the other day why Bros. Shea and Jacobs do not attend the meetings lately. They never used to fail us. We have one of the best battery experts in the Department now. A man by the name of Bill Mulville. See Bill about your battery trouble.

We are holding election of officers of Local 18 on the 25th of October, and as this JOURNAL is received by you brothers I hope my successor will try and keep up the news of Local 18 as it is very difficult to get the low-down on conditions.

I was surprised to see how few delinquents we have now in Local 18. Let us keep the good work up. Brother Harned is still in reach for all members wishing to pay their dues.

We would like Bros. Williard and Clark to lay off Pud Pierson as Pud is beginning to show the effects and has to have Bro. Crawford chaperon him around.

We will try to have more news next month.

W. J. Reed, 1891.

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Lodge 25, Pennsylvania Railroad

There have been so many reports that there has been nothing in the JOURNAL

that I have again taken my pen in hand and will endeavor to write a few doings of this very live organization. The summer has been short and full of activity. This unit has sponsored several baseball benefit games held in Elizabeth. While the scores were not entirely in our favor, we still insist we had much the better time. After the game we had our caucus in a very prominent meeting place in Elizabeth and from there the game was replayed with much better success, which evened things up for our side. Our meetings have been fairly well attended and were always filled with very important topics, Brother Dave McQuade always starts something whenever he presents any of the problems that have come before him during that space of time when some of us feel there is nothing going on; but Mac seems always to find something to keep him and the rest of his workers busy.

There has been a report going around that one of our able blacksmiths has been seen emerging from the newly opened museum on Market Street, Newark, with a load of bundles and evidently munching on some peanuts. After some investigating I have found out that this gentleman's repast was not peanuts but some very crisp pretzels which I was given to understand were donated by one famous Mr. Beuhler, proprietor of Buehler's Beach, which has become a well-known place for winter bathing. Several of our members are considering hiring a season locker. It seems a shame that Mr. Logan couldn't wait until he got home so he could share the pretzels with the folks at home. That is why Mr. Beuhler filled that bag for you; he figured he would be ahead of the game if he filled your pockets and let you go home.

Fancy this, did you see Delegram's new truck? It's a two-horsepower fancy gas buggy. Evidently the people in Springfield finally took up that collection and persuaded you to purchase a new truck. Well more power to you, Lou, and may this truck keep the old farm going in good shape.

Famous words heard at a recent gathering of the boys: "Who hit me." "That's my ball, I've been using that all night." The foregoing words were heard at a bowling tournament held by quite a few members in Junior Order Alleys where a good time was had by all with no casualties. Brother Fred, "The Big Bad Wolf," was the daddy of this affair and from all reports the boys are waiting for the next one. No doubt there will be one of these affairs held every two weeks. The scores were wonderful; several members bowled the season's low of 50 for ten frames so if anyone feels that they can beat or rather lower this record they are cordially invited to join us at our next meeting. Just submit your name and pedigree to the Big Bad Wolf and you will become a member of this so-called bowling club.

Brother Hearl, our famous Rabbit Hunter, has a new one. Ask Cliff Conover about it. For the benefit of the boys who will not be able to get in touch with Cliff, perhaps Cliff will give me permission to just say a few words about this matter. It seems Charlie had a party at his home but due to Cliff spending some time at the beach felt that Charlie should have had some sand on the floor. Charlie couldn't send any and poor Cliff was very much put out about it. I understand that the next time there will be sand and sawdust on the floor to make him feel in the right mood. Incidentally, the writer would very much like to know the definition of the title "Toper" which was bestowed upon Cliff. Please don't ask too many questions about this one.

Our hard-working Financial Secretary has recently been honored with the Commandership of the Hurden Looker American Legion post in Hillside, and I take the privilege on behalf of this organization to offer Jack our best wishes for a bright year and that it will be a benefit both to his post and to Jack. This obligation was only attained by Jack's hard work which is evidenced by his work for Local 25. Jack was taken to the National American Legion Convention in Miami. Hope you enjoyed yourself.

Our sincere wishes go out to Brother John Haydock who has been ill for some four months. Keep up that old fighting spirit of yours, Jack; don't let them get you down, and we will see your smiling face with us again.

Our best wishes for a speedy recovery also is extended to Brother George Hickman who is again laid up. May you soon be on your feet and be with us again.

Both of these brothers would appreciate a call once in a while. So if you would like to do some good missionary work drop in on your brothers in illness and spend a few pleasant moments with them; help them to fight the battle of life. Just a word of cheer and a glad hand go a long way in overcoming the dregs of illness. Cheerio.

See you next month.

Dick.

●

Lodge 26, Reading

Well, Brothers, I have been calling your attention to the nomination and election of officers in the past two issues of the JOURNAL, and wish to say that more of you should have been interested enough to attend and help elect your officers for the next two years, but this is all over now, they have been elected. Some of you stayed away so that you would not be nominated, some that were nominated stayed away so that they would not be elected. Don't you think it's soon time some of you boys wake up and get wise to yourselves. Anyway, since your new officers have been elected, try and get to the meetings once in awhile, as that will do them a lot of good. I hope that those members that were elected to offices will do their best and attend the meetings regularly. This is the line-up for the next two years. Chief, Bro. M. B. Blatt; F. V. Chief, Bro. Jones; S. V. Chief, Bro. John Delp; Chaplain, Bro. Mengle; Lever, Bro. S. A. Swover; Financial Secretary, Bro. J. P. Zieber; Recording Secretary, H. W. Spohn; Treasurer, Harry Reifsnyder; Inside Semaphore, Bro. Borrell; Outside, Clyde Phillips; Trustees, Bros. Weidenhammer, Jones, and Goas; Rdg. Div. Committee, Bros. Jones, Goas and J. Zieder; Shamokin Div. Committee, Bros. Clyde Phillips, R. E. Wagner, and R. E. Quinter.

The General Chairman, Bro. M. B. Blatt, called a special meeting for Oct. 1. It was called on very short notice but I believe every effort was made to get as many members present as possible, as this was a very important event for Local 26; our Grand President, Bro. Helt, was passing through Reading, and of course Local 26 had to have a meeting on this occasion, and it was too bad that Bro. Helt could not give us more time. Well, anyway boys, you should have all been there as it would have been an evening well spent.

At the meeting Oct. 22 some of the boys from Local 53 were in attendance, and what a meeting! Come more often, boys, so we may get better acquainted. Don't forget to read *Labor* and the SIGNALMAN'S JOURNAL.

2642.

●

Lodge 31, Baltimore and Ohio

The meeting of the Policy Committee of the General Committee was held in Baltimore on September 24 and 25 at which time seniority cases of Brothers Beggs, Sullivan, Leonard, Trichtinger, and McDonald were discussed with Mr. Blaser, also grievances concerning Brother Ronk of the Pittsburgh Division, Brothers Gray, Smeyers, Gruver, and Oskey of the Chicago Division, and question of the Management furnishing cooks for signal gangs were discussed with Mr. Blaser. A contention of seniority presented by Brother Peterson of the Buffalo Division was discussed. The General Chairman has handled with Mr. Galloway the practice of reclassification of assistants to helpers without much satisfaction and the General Chairman would be glad to receive specific cases where this reclassification has taken place without corresponding changes in duties.

Local 31 held its first meeting for several months in Baltimore and elected officers for the coming two years. Brother O. L. Beggs was elected Chief Signalman and Brothers Stang and Knight were re-elected to their respective positions. Brother S. W. Fisher was elected to serve on the tellers' committee for the election of Local Chairmen and Local Committeemen. The Trustees audited the books of the Financial Secretary for the past year reporting same to the Local. The books, accounts, and bank balance were satisfactory and adopted by the Local.

Circular letter announcing the result of the election of Local Chairmen and Local Committeemen has been mailed to all members in good standing and any business concerning the Brotherhood and grievances should be transacted with the Local Chairmen named in the circular letter. Every member is requested to lend support to the newly elected Committees.

Cert. 3155.

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Lodge 33, Santa Fe

Well Brothers, this is not going to be a very healthy bunch of notes nor perhaps a very interesting write-up, but owing to the fact that Lodge 33 had no article in the JOURNAL last month, must do something this time. So please hold off the rotten eggs and tomatoes.

You perhaps recall that I have told you repeatedly about those splendid meetings that we have been having; well, this last month has been a target to shoot at, to-wit we had several meetings the last month and they were all very well attended, yes, we held them at different locations, and every one was benefited very much.

At the first meeting we held the election of officers, can't name them over, as I was guilty of not being on hand at the time, but I assure you that they are a fine bunch of brothers.

Hurrah for the Oklahoma Division one hundred percent, that's the time, boys, and I am told that a lot of the boys and some of the NONS have availed themselves of the opportunity that was recently made available to them to get back in line, and as is said in football parlance, "HOLD THAT LINE." You need to and don't think for a minute that you don't have to stay right up in the line of scrimmage. Think it over.

The brothers are very sorry to learn that Bro. Cresson's wife is sick in the hospital.

Brother Secretary reports a splendid meeting at Ponca City recently.

I know just how you all felt when you looked for the article in last month's JOURNAL and it was not there. Say that is just how you will feel if you don't keep your dues paid up, no kidding.

Well blow me down, if I am not just blowed out for this time, but give us the benefit of the doubt for this time, and for the love of mike send the secretary some hot notes; he says that he can take red hot so send them on. Brother C. L. Trimmer of Lodge 20 has returned to work after a nine weeks' stay at the Topeka Hospital. Glad to see you back in the harness. Carrolton No. 20, please note.

Correspondent.

●

Lodge 50, Pennsylvania Railroad

Mrs. J. B. Givler and Family

Whereas God, who in his infinite wisdom doeth all things well, has called to his eternal home, to you a kind-hearted and loving husband and father, and to us an honored and esteemed brother, brother J. B. Givler,

Be It resolved, That the sympathy of the entire membership of Capitol City Lodge Number 50 and the entire membership of the Brotherhood Railroad Signalmen of America be extended to you and yours in this your greatest hours of bereavement, and

Be It resolved, That a copy of this resolution be sent to the bereaved widow and family, a copy spread over the minutes of the Local Lodge, a copy sent to Grand Lodge for publication in the SIGNALMAN'S JOURNAL, and the charter be draped for a period of thirty days.

Signed: F. F. Dolan,
Chief Signalman.

Attest:
A. G. Hoover,
Recording Secretary.

●

Lodge 53, Reading

It is with deep regret that we announce the death of Brother Charles C. Kohl who passed away at Abington Hospital on October 3, 1934. While we mourn his loss and vacant place in the brotherhood, we rejoice that where he now is there are no more partings, no sorrow, no tears. We loved him here for his many acts of kindness and virtues and hope to be united with him in the world to come. There are no dead. We fall asleep to awaken where they never weep. We close our eyes on pain and sin, our breath ebbs out but life ebbs in.

Resolved that this resolution be spread upon the minutes of this lodge, published in the SIGNALMAN'S JOURNAL and a copy be sent to the bereaved wife.

The following members on the Philadelphia Division have been reinstated: Brothers George Cramer, N. Ryan, Geo. Blatt, Charles Humphreville, Ed Bixler and Thomas Hills, Jr.

Brother Wm. McGinley attended the Knights Templar Field Day at Valley Forge on September 15.

Our stated meeting on September 18 was very well attended, there being twenty-four members present. Let's try and continue these well-attended meetings. Be present and no doubt you will probably learn something for your own good.

Brother Wm. Haig was present at our September meeting. He is not a stranger to any of us but he was a stranger to our local meeting. Don't let this be your last visit, Bill.

Brother Blatt, General Chairman, was present and made a full report of the proceedings of the Grand Lodge convention held in Chicago.

One of our trustees, an absentee for some time, was also present,—no names mentioned. Don't forget the local meets the third Tuesday evining of each month.

At this writing we wish to thank all the members who came out to the last stated meeting and helped make it the spicy meeting it was; also the boys from east of Delaware River. Come often! Brother Corson has not at this time mentioned about the lost Indian. Where is my wandering Indian tonight?

Brother Gordon and Brother Blatt have had several conferences this past month. Brothers Panzer, Tomlinson, Greeby, Corson, Baum, Donnell, and your humble scribe will have to study up on the German language if they want to sing the Stein Song.

Brother H. Brown is confined to his home with broken bones in his left hand. We all wish him a speedy recovery.

Brother H. Trunbauer was the successful bidder on the late Brother Kohl's battery job.

Brother McGowan is the very proud father of a young daughter. The blessed event happened this past month.

Brother T. Schrope has lost his bar. We wonder if a certain party found it on the way back from Jersey. Fellows, this bar was a claw bar. Say, Cap, can I go see a fellow for a minute?

Without the tools that are carried in his pocket, it is a matter of a question whether Brother George Rarick would move the dial on the scale.

Does Brother L. Herbert really know the difference between a line wire and guy wire? It is understood that a perfect soldered joint was made, but did he really know?

Brothers E. E. Humphreville and Deibler were also present at our last meeting. Brother Bill, of course, we all know was a very good past chief.

Brothers Phillips and Goaz and General Chairman Blatt from Local 26 were present at the October meeting. Brothers, you are more than welcome. We were glad to see you and hope to see you all very soon again.

There were thirty brothers present at the last stated meeting. A real oldtime gathering—it resembled the back-pay times.

Brothers Wm. Ruester, Schlater, Robinson, Branyon, Akin, Murasky, Blatt, Chas. Humphreville, and J. Wharton were reinstated, and Brother J. Gessler admitted to membership at the October meeting.

Come on New York Division, send in some write-ups as the humble scribe very nearly ran short of news.

Rip. 5315B.

●

Lodge 54, Central Railroad of New Jersey

November—amidst toils, back biting, questionable actions by those around us, industrial and social upheavals—those of us who are fortunate in being among those present still have much to be thankful for. And this is the month when we set aside, if but for a few hours, all of our problems and stop to give thanks. It is our hope that each and every reader has a pleasant Thanksgiving Day.

What is a Motion? Webster defines it: "A proposition made in deliberate assembly." Can it always be said that a motion is made deliberately? There is every right to raise such a query, for more than once it has been found necessary to go back over a motion, whether the issue is a minor or major one, and turn the spotlight of critical intelligence on the action taken. This going back is not progress, rather it is retrogressing and far from the alert decisive handling of affairs. You members of Local 54 remember the next time you attend one of its meetings or the meeting of your lodge or club this definition by Webster of the word "motion." You will find it is much better to have taken a while longer in your deliberations than to rush right through and find that big or small, your actions are regretted. This is not sermonizing, but something that will help both yourself and your order.

Your request for some short notes is being answered, hope you are interested. Anyway, they will prove highly illuminating for some we know.

A scoop brought your Scribe by Bro. Les. Huff, that well known 1st trick DN Tower Mtr., receives the congratulations of Local 54. Best wishes to Mr. and Mrs. Wm. Mills. Bill, as he is called at DN, went to New York City and there became the latest newlywed in the Signal Dept. We learn Bill stole a march on the boys; great work Bill, that must have been a real job.

We are glad to learn that Bill Housell, RH-PD Tower Batteryman, who badly injured one of his fingers, is recovering rapidly.

Charles Steckle, the only man able to get to the September meeting held in Roselle, from the L. & S. Division, had some time on his hands and visited Mott St., New York City, sight-seeing. Until he and Denny Quinlivan (who is an old-timer at New York sights) talked over what Charley had seen, Bro. Steckle didn't realize the extent of his meanderings. 'Tis interesting, there are nooks hidden away in that big town that surprise, delight, and then cause one to wonder.

Now that summer is over have just found out that Roy Brown, popular RH 2nd trick Mtr., has a 16 h.p. motor boat. Hi, Fellars! some fun, oh boy!

Went by Smith Street the other night in Elizabeth and was it Vincent Lopez we heard manipulating those piano ivories, no, we came to find out it was Rube Woodruffs' side-kick, Frank Giegerich, that demon Sig. Dept. artist. Mind you, the Duchins, Lopez, Miesseners, had better watch their laurels.

See you at the November meeting, called for New Post Office, Roselle, Friday evening, Nov. 23. Let us have a real turn out, Brothers.

Fraternally,
Louis E. DuMont.

●

Lodge 61, C.M. St.P. & P.

Our only Bill Stevens of Savanna, Illinois, once proud that he was going to be our next bachelor Signal Engineer, went down in a country where he did not know their system and a fair maid caught our dear kid Bill in her net. Well, all of us who know Bill, feel that Beverly Ruth Jewell of Richmond, Mo., knows a swell man when she sees him.

William H., Local 61 wishes you and Mrs. Stevens much joy and comfort in this life. Bill, do you get biscuits for breakfast in Excelsior Springs?

Mc.

A. O. Swift, Signal Supervisor, and wife have returned from a trip to Los Angeles, California.

Loyd's crew moved from Camp Douglas, Wisconsin, to La Crescent, Minn.

Brothers Joe and Pat Dettle's father was killed at Cologne, Minn.

John Lyttle.

Hoping that this news item will be read by the brothers before the date of the next regular meeting at Milwaukee on November 18, let us all that possibly can, come to that meeting and get acquainted with the officers elected for the next two-year term. We all should be good sportsmen and support every officer 100 percent, that is elected by the majority regardless if he happens to be not of your choice. Those of you who have to get trip passes to get to the meetings, should get them early enough. There should not be any excuses for not coming to the meetings once in two months because of not having a pass to get there.

Now that Donald Anderson is back on the job at Aberdeen, S. Dak., after the 60-day leave of absence, we hope to see him at the meetings. Of course, since he is a big business man, he may not want to associate with common working people.

C. R. Schwarz is the maintainer at Lake, Wis., and is permanent on the bulletins, and is on the job there now.

Frank Anderson got maintainer at Forest Glen, Ill., permanent on bulletin, and is on the job there now.

If everybody does all he can to get his neighbor to show an up-to-date card, there should be some divisions 100 percent up-to-date. At the next meeting we may find that there are some. Let's see what division will be the first.

It seems there will be some changes made with the signal arrangements on the C. & M. Division to take care of the high speed trains that are being run there now.

The several signal crews are still out working on several divisions.

Corr.

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Lodge 80, New York Central

Resolution of Respect Adopted at Schenectady, N. Y., October 9, 1934.

Whereas, Almighty God in His infinite wisdom, has seen fit to call from his labor our late Brother Archie Maser. We who knew him honored him for his sterling character and loved him for his fraternalism and charity to his fellow men in all walks of life. We mourn his passing and revere his memory.

Therefore, Be It Resolved, That our charter and altar be draped in mourning for thirty days, that this resolution be spread upon the minutes, published in the SIGNALMAN'S JOURNAL and a copy sent to the bereaved family as an expression of our sympathy.

J. H. Crane,
Paul Poulin,
Resolution Committee, Local 80.

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Lodge 83, New York Central

Well, I'm a new correspondent and don't know just how to write in this column, but here goes.

We met in regular session Friday, October 5, in Room 425 in the Hotel Elkhart. A fair attendance was there but would like to see more of you road fellows come in for meetings. They are your meetings as well as anyone else's.

We received two reinstatements which is a sign of something and we hope it is better times. Maybe this will start the few with their dues not paid up to paying. We hope so. We can't have an organization unless we stick together, pay our dues, and support our representatives.

Here's something of interest to all members of 83. The meeting place has been changed from the Hotel Elkhart to the I.O.O.F. (Odd Fellows) Hall. It is three or four doors south of the Hotel Elkhart on the same side of the street. The hall is on the third floor in the front. The November and December meetings will be held there. Try and get up and let us know what you think of the place and get in a few arguments.

Sure glad to hear that Brother George Fowler has recovered from his sick leave and is back at work at La Porte.

We've got a new football dopester in the signal shop. The only trouble is, he can't predict very well. Walt says he made him miss a good game. Aren't you ashamed, Swede?

The boys in the signal shop wish to extend their thanks to Brother Doble and Brother Aurand for their efforts in getting the work returned from the maintenance of way shops to the signal shop. It gives us a nice boost.

We hear Normy Peterson is a proud papa again. Congratulations. We hope he is a good basketball and football player like his Uncle Chick.

There is a good chance of holding two or three meetings at La Porte next year for the benefit of the boys who have trouble getting to Elkhart for meetings. It does make a bad night to come down and go back and then work all the next day.

That's all the dope I've got. If you guys on the road would only loosen up and send in some news, it would be swell. You can send it to the shop in care of Walt and I'll get it O.K. Anything about your work or anything funny—just send it in and we'll send it in.

Well, that's pretty much for a greenhorn to say, so so long.

Kays.

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Lodge 86, New York Central

Boy, oh, boy! was our last meeting a success? There were so many new faces present, that it was quite confusing to realize that it was a lodge meeting. Those boys who made the extra effort are to be congratulated, and it is hoped that they will continue to grace their lodgeroom with their presence at all future meetings, and boys, bring a brother.

Many things of importance were discussed at this gathering. The suggestion made by Brothers La Chance and Shipman, in regard to dues, would seem to be the best placed. All hands should join in these discussions, for it is your organization, controlled and run by you, directly or indirectly. Your opinions should be given and your ideas should be voiced, for how is anyone to know anything about them unless you pipe up. Join in, make our meetings lively, enjoyable, and worth while, make your organization a strong chain.

Our Local Chairman returned from Chicago in time to present a most satisfactory and complete report of the B. R. S. of A. convention.

It is with regret that we hear of Brother Holdridge's past illness and it is hoped that before this article is printed that his return to work has been effected.

Our old Pal and Chief, got lost in a theatre on his way home from our last meeting, tying up several of the boys, not to mention his wife, for quite sometime. It has been suggested that Chief Water Boy Conklin, his side partner in work and play, be appointed his guardian for these monthly meetings.

Not a chirp has your correspondent heard from a one of you, thanks for the tip-offs.

Correspondent.

●

Lodge 91, Monon

Very few notes this time—didn't hear from but one man. Boss was down but had no news. I started out Saturday night taking medicine for my Dad's kidneys and when I realized the cure was completed No. 6 was gone and we couldn't get to the meeting. So there—send me some notes.

Wells Philips has moved to Bloomington. Says he likes that town.

Delph Buck has an 80-acre farm and is peddling milk as a side line.

Heard another rumor today about the gang doing all the construction work instead of the maintainers.

How do you like five days a week? Understand there is some belly-aching at that. We know the Nons like it for they are still that way and show no inclination to be different.

O.A.B. only takes them home once, second time he leaves them for good.

Mason's house caught fire and the department got there just in time for Harry to tell them a headful.

Ross says our combination agent, Sig. Eng., and pumper is losing interest in other people's jobs. He is lucky.

J.B.H., 9155.

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Lodge 92, S. P. & W. P.

Brothers:

Chief Signalman Brother Senna asked me to thank the Brothers of the Local for their attendance at the lodge meetings, and wishes to extend an earnest invitation to ALL Brothers to frequently attend. Local 92 embraces five Seniority Districts, as you all know, the Western Pacific Railroad and four Southern Pacific Divisions. The smiling face of Local Chairman, C. G. Hodges of the Sacramento Division, is frequently seen at the meetings, but other Brothers of that division, seldom attend. We always know when C.G.H. is present because the outlying Brothers are having their cause pleaded; but we should have other Brothers from that Division attend also.

Brothers of the Salt Lake Division, we would like to meet some of you on the second or fourth Saturday evening of every month. And the Coast Division, which extends to within a few miles of Oakland, should have more Brothers present than attend now. The Western Pacific R.R. generally has a representative at the meetings, one good reason being that their working Seniority list shows 100 percent B.R.S. of A.—we thank you. If all the Western Division Brothers remained away from the meetings as other Division Brothers frequently do, there would seldom be a quorum present and therefore no lodge meeting. If Brothers working and living several hundred miles away are requested to attend more frequently, what about those living within local car service of the Lodge Hall? Of course, it is expecting quite a bit to ask Brothers to come 200 or 300 miles to an evening meeting; it has been pointed out several times in these columns that your LETTERS can always be read at a meeting and the IDEAS contained will be discussed. When you send in your dues to the Financial Secretary, add a few comments on the affairs of your Division.

I would like to ask any Brother when they have not seen Chief Signalman Brother Senna, Chaplain Brother Oakeshott, Brother Marvin Moore or Brother O'Brien in their respective places?

Now I am going to say something that may hurt the feelings of some of the members of the B.R.S. of A.; I wish that the hurt would last for several years. Any member of the Brotherhood that does not care three cents who represents them has no kick nor complaint to make over the way the affairs of the Brotherhood are conducted. Did *you* vote and *send in* your vote for the Local Committee? If not, why not? The dead line was clearly stated, and the mails run every day except Sunday. But whether you voted or not the majority of the votes cast elected your Local Chairman, therefore SUPPORT HIM, answer his questions when he asks for information.

Do you realize that during the coming year there will be a wage agreement to settle; that several working agreement rules have to be clarified. Several other Railroad Brotherhoods have had to modify their existing rules to conform with the present conditions.

For instance, does our Rule 53 mean the oldest employe not working at all in the department must be called? Or that the senior employe not working IN HIS CLASS must be called?

Find the definition of "promotion" in the dictionary, then read Rule 37 and Rule 28. About Rules 40 and 41, just a thought: The representatives of the Brotherhood are entitled to some consideration when being taken away from their respective R.R. jobs, for the service of the Brotherhood; they hold their positions temporarily, not permanently, being hired for only two years at a time. Now about Rules 55 and 36: How does the Signal Division Supervisor know the addresses of the unemployed signalmen of the system, and must you answer a call from off your own division? And if working on a 6-month job off your home division, must you return to a 30-day job at home?

Certificate 9245.

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This is a last minute report of the results of the election of Local Committees:

Western Division

R. B. Baggett, Local Chairman, C. M. Lyon and R. B. DeSaumerez, local committeemen.

Sacramento Division

C. J. Hodges, Local Chairman, Joe Schrieman and E. E. Brinning, local committeemen.

Salt Lake Division

John Langford, Local Chairman, A. Gilmore and R. Marston, local committeemen.

Coast Division

P. J. Lukes, Local Chairman, L. T. Darrough and E. Cox, local committeemen.

Western Pacific Railroad

W. J. Hallan, Local Chairman, R. M. Compton and F. T. Kelley, local committeemen.

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Lodge 96, New York Central

Have you a grievance against your lodge, against an officer, or committee for some decision that didn't go the way you thought it should? If so, just what have you done about your complaint? Have you gone directly to the person you blamed in an honest to goodness effort to straighten out the thing, or have you merely told your side of the story to every individual, except the right one, who would listen? Man is just a small weak human, not superhuman, and ever since the fall of man, several thousand years ago, men and women have been disagreeing on things from the size of mountains to molehills.

As it has been said "the only reason man's span of life isn't one continuous dog-fight is that somewhere in his make-up is planted the seed of justice. Sometimes it grows and thrives; sometimes it doesn't; but from its stem such pleasant things as cooperation, reasonableness, tolerance and a willingness to see the other fellow's point of view."

To me cooperation is a big word and it seems to take big men to cooperate. The average man, it seems, does not know what cooperation means or what organization means. Oh, we have faint ideas, it's true, but when it comes right down to brass tacks we just aren't there! This idea of Big I and little you has too much of a hold on us.

If you pay your dues into an organization, that's not cooperation. If you attend the meeting every night, that's not cooperation. If you want cooperation in your organization you, Big You, must meet little me half way. Do that and you can cooperate. Stop telling others all the terrible mistakes your "no-count" organization has and boost. Make the other fellow feel as though he is spending his time well when he helps the organization.

Be reasonable, man, and tolerant. Don't forget that you are not beyond mistakes. You are only human. The trouble with you is that Big You have never been caught—little me has.

Here's a poem I read several years ago but I do not know the author's name. Nevertheless it may be good food for thought for some of us:

1.

"When some man yields to temptation
And breaks a convention or law,
We look for no good in his make-up,
But my, how we pick at his flaws.

2.

Nobody asks how he was tempted
Nor allows for the battle he fought;
His name becomes food for the jackals
By the ones who have never been caught.

3.

He has sinned, they proclaim from the housetop,
They forget the good he has done;
They tell how he lost his last battle,
They forgot the times he had won.

4.

Come thither and gaze on the sinner
And by his example be taught;
The primrose paths lead to the Devil,
Cry those who have never been caught.

5.

I'm a sinner, Oh, Lord, and I know it,
I'm weak and I blunder and fail,
I'm tossed here and there on life's ocean
Like a ship that is caught in a gale.

6.

And I'm willing to trust to thy mercy
Whose blood our forgiveness once bought,
But deliver me, Lord, from the judgment
Of those who have never been caught.

It is plain that a man who does not give his utmost cooperation to his organization has no right to complain of injustice, yet it is human nature to try and shift the blame on someone else.

This fine order of the Brotherhood of Railroad Signalmen was founded in the belief that cooperation is essential to the peace and justice for the working man. It signifies a union that nourishes the sympathetic "give and take" of brotherhood and fellowship.

C. W. Spikes.

●

Lodge 102, Pennsylvania

Well, boys, the annual picnic went over with a bang this year and if you don't think so, just ask some of the brothers who were there.

Things got under way at about 10:30 a.m. with the tapping of a cask of what they called P.O.N. Whatever they called it, it was plain to be seen that after the judges gave their decision it was the right stuff. The judges consisted of Brothers Banks, Adams, Fitzmeyer, Ryan, and Lee.

By this time the brothers had started to arrive in large numbers and were quite thirsty and the bar became quite a rendezvous but our bartender, Brother Otto Johanns, was a master of the situation at all times. The right man for the right place.

The crowd was beginning to get hungry at this time and it was up to the hot-dog kings, Brothers Cope, Hackney and Charleston, to do their stuff. They were busy stuffing dogs and hamburgers into those waiting hands all day. Brother Stout had the relief job on the griddle iron, so with the ice cream and soda we managed to fill them up.

In the afternoon the main event was held in the form of a ball game between the helpers and the signalmen. The helpers turned the tables this year and beat the signalmen. Brothers H. White, Jr. and Les. Wallace were the batteries for the helpers; Brothers Lefty Fitzmeyer and Ed Ryan for the signalmen. I think if Lefty had pitched right handed we might have won. He said that his arm would get better as he went on but I guess we did not play long enough. Never mind, Lefty, we'll get 'em next time.

The athletics held for the children and grown-ups, too, were a big success and many useful prizes were given away. We were happy to have a good representation from Local 25 and we want to thank Brother Terry Brown of Local 25 for his able assistance behind the bar when it got too hot for Brother Johanns, and also the other brothers of "25" who helped in any way; we appreciate it. Our motto for next year is "Bigger and Better."

The picnic committee under the masterful hand of Brother Al Cope deserves a lot of credit for the way they put it over.

There were a lot of celebrities there such as Harry Powell. By the way, Harry was the umpire for the ball game and when standing behind the pitcher it was hard for the batter to see second base and some of the territory surrounding it.

The ladies had a fine time getting together talking over the happenings since the last picnic and then Brother Banks came along and told the ladies that No. 102 would hold a dance for them this fall and did he start something. I think before this is off the press it will be a reality.

We were glad to see Brother Ed Cook and Mrs. Cook and Brother John Pennington and hope you will be able to join us in many more picnics to come.

Brother Charleston and wife have just returned from the World's Fair which they enjoyed immensely.

Has anyone seen a fellow about six foot six, works first trick "CD"? If so,

tell him we still meet at the same old place. What do you say, Mac?

Brother Otto Johanns has been doing quite a lot of touring lately and long trips too, but it has been heard he has been hooking fast to the rear of some of the big busses.

Most of the boys are working around Newark these days so we don't see much of them except at meetings, so come out and let's have that good old get-together the first and third Wednesday evenings.

J.E.M.

●

Well, September the 9th has been here and gone but not forgotten. The memory of that day will linger longer than the headaches it developed and maybe there weren't some.

The first headache, or I will say the bust, was the ball game, the score being 19 to 1 in favor of the helpers. Pitcher Lefty Fitzmeyer was no miracle man to such players as Charley Hearl or third baseman Harms. Charley made two hits and stole five bases in two innings and then drew a charley horse in one ankle. Old Doc Hackney strapped it and Charley went right back swiping again.

Eddie (Bugler) Ryan was behind the bat and was so anxious not to muff one that he hurt his fingers and was replaced by Art Schipski.

Helper Wallace played a bang-up game behind the plate as did Fred Shipski for the helpers at short-stop. To tell the truth the helpers had the best team but the cream of the affair was seeing Charley Adams getting a lesson from a member's wife on how to spank hamburgers. Charley was trying to get them large enough so it would only take one to a family and the chaps at the chow wagon—Al Cope, Ernie Mayers, and Willie Stout—got a kick out of it.

Another one of the features was a certain relay inspector doing a fancy dance with a full glass on his head without spilling it, and his name was not Fisher either.

Swipes Stockton did his celebrated soft-shoe dance and he delighted the crowd.

The servants at the Fish (soft stuff) Pond were the Jolly Buck Charleston and Smiling Bob Stewart diving in and uncapping bottles of this, that, and what the kiddies asked for and pardon me, so was the genial Doc Hackney.

Correspondent.

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Lodge 104, Southern Pacific

The October meeting of Local 104 was the occasion of election of officers to serve for the ensuing term of two years. The ballots were counted and the following officers were declared elected: Chief Signalman, Fred D. Lee; First Vice Chief Signalman, W.A. Lester; Second Vice Chief Signalman, A.C. Miller; Secretary, J.F. Herbert, 140 West Ave. 31, Los Angeles; Treasurer, W.H. Luke; Chaplain, E.L. Bidlake; Lever, E P. Engelmann; Outside Semaphore, A.F. Maass; Inside Semaphore, Fred Sage; Trustees, L.C. Stephens, W.E. Stratman and E.L. Bidlake. Members of the Local Grievance Committees were as follows: S.P.L.A. Division, W.E. Raynes, Chairman, 857 West 56th St., Los Angeles, J.M. Server and Fred D. Lee. Pacific Electric, H.J. King, Chairman, 6059 Dennison St., Los Angeles, W.E. Stratman and E.B. Hargreaves. Because of the receipt of only five ballots from the San Joaquin Division the election of the Local Committee for that division is still incomplete. At our next meeting, Nov. 3, the officers will be installed and we will start our work for the next two years.

As this is the first issue for the new term the retiring officers wish to thank the members of Local 104 for their co-operation and support during the past two years. We hope that in the immediate future we shall see our organization more nearly 100 percent and functioning with the high degree of efficiency with which it has always functioned. It can do so only if we all give the incoming officers our whole-hearted support, attend regular meetings faithfully and take our part of the responsibility in the handling of important matters. From time to time matters of great importance come up on the lodge floor which demand immediate action and often there is scarcely more than a quorum present. You should, therefore, as far as possible, look after your business of running Local 104. The officers are not mindreaders and they have a right to know the wishes of the brothers on these matters. It is as much your duty to instruct your officers as it is their duty to carry out their instructions.

Some time ago there was considerable discussion about having a special meeting on the San Joaquin Division where the boys up that way could get together and talk things over. Brothers Bert Lester and Dick Bird got their heads together and started boosting for a meeting at Tulare on October 14. Time passed, the 14th rolled around and the grand gathering at Tulare included W.A. Lester, R.A. Bird, Bob Belshaw, "Paddy" Rhine, Earl Talbert, W.E. Raynes, and J.M. Server. What that bunch can do when they get together is nobody's business. However, it is quite possible that they were held in line by Oliver Charlton, retired Assistant Signal Supervisor, who was also present. The meeting was held in the home of Local Chairman Bird and was called at 9:30 a.m. and adjourned at 1:15 p.m. After addresses by Brothers Raynes and Server many questions were answered.

I wish to call your attention to several important items which appear in the October *Semaphore* and urge you to read them and preserve your *Semaphore* for future reference.

During the past two years the secretary has endeavored to have something in the JOURNAL which would be of interest to all of you. I have received very few news items from you boys out on the line but have had something in each issue of the JOURNAL except about three. I hope that Local 104 will be represented in each of the next 24 numbers. So send in all of the news that you can dig up and it will find its place in the column.

I have a few third quarter cards on hand and I would like very much to get them into the hands of the members whose names they bear. I am sure that you will do the best that you can to cooperate with the secretary in this respect. Let's be more careful about always having a paid-up card in our possession.

Brother John Rolls of Selma is getting to be a regular inmate of the General Hospital. It seems that he has been having quite a siege with boils and has been there for treatment for the last three months.

Brother Jack Herbert of Dayton Avenue tower, Los Angeles, is at present nursing a severe boil on his hand but has hopes of returning to work in a few days.

Brother Ernest Manchester who has been off for about six months is sojourning in Oregon and seems to be improving in health. Here's hoping he will be back with us soon.

We have just been informed by good authority that Brother Kenneth Hakes has purchased a home in Alhambra at 629 Orange Grove Ave. I don't know how they do it but it seems they do.

Certificate 10412B.

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Lodge 111, Oregon Short Line

Result of the October election: Chief Signalman, O.L. Hale; 1st Vice Chief, O.J. Baker; 2nd Vice Chief, Wallace Maughan; Secy-Treas., G.H. Hickok; Lever, Chas. Bates; Inside Semaphore, L.E. Hadley; Outside Semaphore, M.J. Kelly; Chaplain, G.R. Eldridge; Chairman of General Committee, J.E. Hanchett; Members of General Committee, A. Christensen and O.L. Hale; Trustees, A. Christensen, P.L. LaBrum and C.L. Hatten.

Brother Theral Hess is relieving Brother Paine at Ogden while Paine is deer hunting; Brother Whitaker relieving Brother Henderson at Cokeville while Henderson is on vacation; Brother Quigley relieved Brother Davis at Weston. Davis has accepted employment in other lines. Hanchett bid in Weston; Brother Maughan bid in Downey, and McCammon up for bid at this time. Brother Quigley later relieved Maughan at McCammon and then went deer hunting. Brother Croy now relieving at McCammon.

Matter of having seats restored on the 419 and 519 cars is now being handled with the Management. We are hopeful for a favorable decision.

It was intended to hold the November meeting in Shoshone, but because of changes in train schedules it was necessary to make Glenn's Ferry the meeting place. These meetings are held for the benefit of the Brothers on the west end who cannot get to Pocatello on account of train connections, and it is hoped the men on the west end will make special efforts to attend them.

The gang was abolished October 10. Understand Brother Harding is taking a vacation and visiting the home folks in Indiana. Hope every one will make an effort to be at the December meeting. The October meeting was well attended and everyone took an interest in what was going on; better come to meeting and get the dope first-hand. If you have any grievances bring them in and lets' look them over, maybe they can be straightened out. If you cannot come in, send in some notes for the JOURNAL anyway.

J. E. Hanchett.

●

Lodge 112, Pennsylvania

Well, old Pitt Local held some nice meeting on October 13. The way the boys paid in their dues reminded me of the days when we first commenced getting raises. They would all be at meetings to see what was coming next. We had several reinstatements and expect a lot more next meeting.

If you don't belong to the local in the future it will be just too bad for you. If you have a contention it will be all your own battle. The day is here when our committeemen will not handle a thing for you will have to face the music all alone, and who would want to do that, for all it costs to belong to the B.R.S. of A. We got you more in raises in the last five months than you would pay in the next ten years, yet some of you can't see it.

I always thought it took a bright man to be a signalman and I still think so, but

some of them, and I am speaking of those who would never pay a cent to advance their cause but expected the other fellow to do it, think they are bright. They will make fun of those people over in India worshipping an elephant for a God and they do the same thing themselves, only they use the American dollar for their God. I have tried to paint a picture that we all could see ourselves but I have never gotten far with it. All that I have written in the last six years was something that would enlighten our men. They might wake up some day and see the light. You, that don't know me, I am not making this place for myself as I have only a few months to stay with you. After being a signalman for 43 years, then I go on pension and all I wish is that the man who takes my place will be as faithful to our cause as I have tried to be.

Now you want to be sure to read the next JOURNAL for December. I will have in all our officers elected for the next two years; also the committeemen. You know starting January 1935 we will handle all our contentions right through our own division committeemen. This is something different and I would advise you to get in touch with the committeemen and find out what it is all about.

In our December JOURNAL I want to rehearse what went on in our local for 1934 and what I want is for you to help me make this interesting. Send me in something. If you can't make it sound good, I will fix it up, and

So long until next JOURNAL.

J. B. Dickinson.

●

Lodge 113, B.M.T.

Again I take my pen in hand
To write about you all I can,
I'll try my best to give to you
The news of our local "tried and true."

Howdy brothers: Well, here we are again to give you the news of the local and also of some of the boys, so if I do not get your name in print, in this month's issue do not get discouraged or feel slighted in any way as our local has a very large membership and to print a little paragraph on each member we would need a journal all our own. So be a little patient and I'll get around to you sooner or later.

Our regular meeting was called to order on the night of October 11, 1934, by Brother Chief P. Kunz, and after the usual business had been transacted, the nomination of officers for the coming two years was next in order. There were a good many candidates for the various offices and by the time this column reaches you the election of officers will be over but unfortunately I will be unable to give you through this column the successful candidates; but I will have their names in the December issue, so in the meantime, pay up your dues and attend the meetings regularly every second Thursday of the month.

I take it for granted there are quite a few members (including your correspondent) who are sorry to see that Brothers Alexander and Brady, the Towerman's representatives of the Eastern Division, have declined the nomination for committeemen of that particular division. There is no doubt in my mind that they have had a hard time, trying to swing the Eastern Division over 100% to the B.R.S. of A. with little or no success. I would like to make a personal appeal to all you brother members, particularly of the Eastern Division to chip in and help the new representatives of that Division, whoever they may be, to get those nons into line, and I know that Brothers Alexander and Brady will gladly lend a hand in that direction also.

Maintainer Geo. Gucker of Brighton Beach could if he wanted to, relate a very trying experience he had recently, but being rather shy he has asked me to kindly relate it for him. In going to the store one afternoon for sandwiches, etc., he was asked to buy ¼ lb. of skibits. When he asked the storekeeper for same, the storekeeper looked at him rather funnylike and thinking he had misunderstood the order, asked Gucker to repeat the order, ¼ lb. of skibits, which he did. The storekeeper immediately called a policeman—calling at the same time for an ambulance with intentions, I presume of having Gucker taken to the observation ward. Gucker took it on the run and was among the missing for a while but he is back now but he has requested that no one ask him to go to the store anymore.

Towerman Nathanson went on a short vacation upstate New York to his in-laws' farm, and while there, wishing to lend a helping hand, he donned a pair of overalls and a red shirt and proceeded to go to work. His first job (and incidently his last) was fixing the radio. While stretching the aerial wire from the roof of the house to the roof of the barn, he slipped and fell off the barn roof and landed upside down in a manure pile. When he picked himself out of the manure pile and was brushing himself off, who and what should be there staring at him in his red shirt but a big bull which is kept on the farm. Well, then the fun began. After circling the barn a half dozen times, Nate managed to make the house, just by a hair. (Moral) Never wear a red shirt on a farm. A cow and a bull look somewhat alike and mistakes are sometimes costly. How about it, Nate?

I would like to bring to your attention, and to remind you that congratulations are in order for Brother J. Koehler and Chris Waarst, maintainers of Rockaway Parkway and 57th Street respectively. They have both tumbled into the sea of matrimony recently and are going around on the job with smiles on their faces. Good luck, boys, and may all your troubles be little ones.

Brother McDonald, towerman at 8th Avenue, is another benedict to the matrimonial habit, and took unto himself a wife. Their plans are at present to delay their honeymoon until Christmas and then all aboard for North Carolina. Good luck, Mac.

The East Rockaway Volunteer Fire Department will make Charlie "Washer" Worth, chief of that notable brigade as soon as they construct a special ladder long enough for Charlie to reach the first floor. Meanwhile that honorable gentleman has procured a job of sending post cards to the rest of the outfit notifying them when and where the next fire will be.

The City of New York has refused to build a special highway for maintainer Otterstedt. Consequently Dick has scrapped his car and can now be seen any day at Floyd Bennett Field qualifying for a pilot's license.

Things we would like to know: Why Freddie Benz, who owns a Chevvie, hires a taxi to take him to New York. What is the matter, Junior, didn't you want her to catch your license number.

Big Bill Harper, who is now maintainer at 34th Street, would treat every man in the employ of the B.M.T. to a glass of water if Chris would remove that spiderweb from his top lip.

Any member contemplating marriage get in touch with Tommy Wilson before buying furniture. Tommy will make you some at a very reasonable price.

Pete Sutter recently ate a dozen "Beagles" and said they were fine.

I notice "bag ears Tom," better known as "Sticks," flashing a new pair of overalls. Let us in on it, Sticks, where did you pick them up?

Hello, George, do you like wine? Mushmouth Blass claims he does not care for burlesque.

We are all wondering who sent maintainer's helper Graham a postal card from Miami signed "When I was a Dispatcher —Danny."

That famous team at 8th Avenue Tower, Peter and Paul.

Brother L. Phee, our midnight helper at Prospect Park, is flashing a new badge but don't be mistaken, it is not a police badge. Jim has joined the Rockaway Point Volunteer Fire Department and is going in training for the winter to get a few pointers on fire fighting.

Well, brothers, it is about time we had a little news in reference to the nons on the Eastern Division. It seems the only time they think of the Brotherhood is when they get into trouble.

Here is a little write-up in reference to the nons on the Eastern Division. It is taken from one of our Journals:

Reaps Without Sowing

The non-union man is a person who reaps before he has sown. He comes at the eleventh hour and receives his penny. He is willing to profit by the aggressive efforts of others to whom he has given no support. Worse than that, he stands ready to stab in the back the very people who have made it possible for him to command a competence.

Heywood Broun.

That is all for this write-up.

Signing off,

Live Wire, A Good Member.

●

Lodge 118, C.P.R. & C.N.R.

At this season of the year we are kept enthused admiring the beauties of nature. Were I allowed space and choice of subject, that subject would be autumn, but instead it is my serious intention to write "in the near future," a biography or treatise on deportment or personal conduct when debating with officials.

Wonders never cease! The Redhead from Chesterville at last made the meeting. Now that the ice is broken we fully expect Brother Thomas to be a regular.

It is our earnest hope that the two ex-members of this lodge, in that hole up at Bordeau, successfully pass the Parole Board. If they work a ticket of leave, they may again be brought back into the fold.

Now is the time for the members of this lodge to do a roundup on nons and delinquents. The running trades are at present in session on the wage agreement. In a very few months it will be our turn. Naturally if we can put up a 100% front it will strengthen our argument. The special dispensation by which nons or delinquents can come in by paying one quarter's dues, which is four dollars for maintainers and three for helpers, expires December 31. If it is brought forcibly to the attention of these nons that they can save the initiation for or during a specified time, their last excuse for staying out in the cold would be removed. It is now up to each and every one of us to show team work for the cause.

Brother W. Michaud, the Recording Secretary "Par excellence" has been prevailed upon to carry on for another year. This is one brother who glories in his labors for the cause.

Brother Prayers Brown has been elected chairman of the grievance committee and was handed a brief case full to start out with. We are betting that the ex-chaplain puts 'em over.

Brother E. Beniot is now sporting new store teeth. He threatens to leave 'em at home the next time he has to go in to explain why he did not find a broken rail after a failure report. Crippy sure knows his carpets.

Brother E. "Shotgun" Baggott has not attended monthly meetings for some time. He is given just one more chance, then if this threat doesn't work, the grievance committee will journey to Rigaud.

Brother Whatyamaecalem Robinson of Vaudreuil is another that is going light on the attendance stuff. This is a polite reminder that there will be a real squawk in the right place if he doesn't make good.

Brother L. Arbec was the successful applicant for second hours at Montreal West. It is unnecessary to say that he will make good—I trained him.

In making out your budget, don't forget to do so alphabetically placing dues immediately after coal. That only applies at this season. Other seasons you won't have to worry about the coal but you will have to remember the dues.

Brother P. Latimer has been promoted to permanent first trick maintainer being assisted by Brother P. G. Callaghan who promises to streamline for speed. The two Percys make a wonderful combination—"Brains and Brawn."

The writer has received Irish promotion but watch for me when the bids start. Anyhow, at the present time dieting is very fashionable.

Brother Beau Brummel Queeneville of Carleton ankled in to the last meeting which goes to prove that the JOURNAL is read by our members. Well, that was one threat that got results.

The regular meeting held October 5 was quite well attended but we continue to boost for a better turnout. The following were elected to office: Chief, C. P. Maxwell; 1st Vice Chief, R. Lussiet; 2nd Vice Chief, C. Seagram; Recording Secretary, W. Michaud; Secretary-Treasurer, D. Guigue; Lever, F. Frary; Chaplain, N. Reid; Local Chairman, B. V. Brown; Local Chairman Committee, Messrs. Queeneville and Maxwell; Chairman Board of Trustees, E. G. Prin; R. Lussiet.

C.P.M.

Notice to Lodge Correspondents

All copy for the SIGNALMAN'S JOURNAL should be in the office by the 25th of the month preceding the month of publication.

Many of the lodge news articles appearing in this issue arrived as late as October 30 and occasionally an article arriving on the 10th of the month can be included in the issue of that month, but the JOURNAL cannot be published on time by holding it for such late copy.

Please try to have your lodge news in early and your JOURNAL will be published on time.

Editor.

Lodge 130, Chicago and Northwestern

Again that inevitable Thursday, the second one in the month on which night Local 130 holds its meeting, rolled around as usual and the attendance at the October meeting was very far from what it should have been considering it was the night for nomination of officers for the next two years and who will be elected at the November meeting, This will not reach you in time to let you know, but the *Northwestern Signalman* will, and anyone who does not read it will have no excuse for not knowing.

Brothers, I cannot understand why we cannot have a better attendance, for it is the things of the most vital importance to each and every one of you that transpires at each one of these meetings. The more that are present the more interesting the meetings are, for there are more things brought out that some of the brothers want to know about and go away feeling satisfied. Brother Becker and myself hold the attendance record of Local 130. Brother Becker has not missed a single meeting, which believe me is some record; and I have only missed two in all the years we have belonged, so if we two can attend regularly I don't see why some of you other brothers who can, but just won't don't get into the habit and come up. Come on up brothers, you are all welcome, 3455 Lawrence Avenue, Grand Lodge Headquarters. Get the habit, all of you, and make it stick. Remember it is only one night a month.

Brothers the percentage of "Paid Up" members is now very, very good so the few who are not "Paid Up" better come along and fall in line and make it 100%. The few who are out should not find it hard to do when they number such a small percentage. If these members who continually lag behind, and those who have not reinstated or joined the organization at all, knew what their Grand lodge officers were doing for them together with their own Local officers and General System Committee, I can't see how any of them could remain out.

There is one thing certain, The management is not handing you anything at any time of its own free will and goodness of heart. Everything you get your organization has gotten for you, so why not be a man and support it.

There is a bulletin out, two signalmen and one assistant signalman to put in a set of "Flashers" on Wolf Road and the Valley Line. How many of you brothers bid on it?

Brothers, did you notice Local No. 9's write-up in the October JOURNAL? Come on, John, keep it up; that write-up was swell. And now what's the matter with Locals 39 and 43? Come on let's hear from you. Wintertime is drawing near and no doubt some of the members on the system have had a taste of it already. Are

Legal Aid Department

The following are the names and addresses of regional counsel associated with the department who will upon request give legal advice and assistance to members who are injured while engaged in railroad service or to the dependents of members killed in such service:

Davis, Michel, Yaeger and McGinley, 419 Metropolitan Bank Bldg., Minneapolis, Minn.

Foristel, Mudd, Blair & Habenicht, Title Guarantee Bldg., St. Louis, Mo.

Atwood, Wickersham & Chilcott, Suite 821, Bryant Bldg., Kansas City, Mo.

Frank C. Hanley, Yeon Bldg., Portland, Ore.

Thomas J. Lewis, 1015 First National Bank Bldg., Atlanta, Ga.

London, Yancey and Brower, 529-538 First National Bank Bldg., Birmingham, Alabama.

Charles Murphy, 411-412 Union National Bank Bldg., Houston, Texas.

Frank C. Myers, University Bldg., Denver, Colo.

Newcomb, Newcomb and Nord, 1528 Standard Bank Bldg., Cleveland, Ohio.

Thomas C. O'Brien, 11 Beacon Street, Boston, Mass.

Joseph D. Ryan, Suite 2007, 100 N. LaSalle St., Chicago, Ill.

Searl & McElroy, State Tower Bldg., Syracuse, N. Y.

Thomas J. O'Neil, 40th Floor Chrysler Bldg., 42nd St. and Lexington Ave., New York, N. Y.

Sydney Smith, 320-321 Caples Bldg., El Paso, Texas.

Clifton Hildebrand (Werner, Martin & Hildebrand), Room 212, 625 Market Street, San Francisco, California.

Clifton Hildebrand (Werner, Martin & Hildebrand), 512 Bank of America Building, Oakland, California.

James E. Martin (Werner, Martin & Hildebrand), 200 Lane Mortgage Building, Los Angeles, California.

No definite jurisdiction has been assigned to the above named counsel. It is, of course, optional for members or dependents of members by reason of choice or convenience to consult any of the counsel they desire.

A. E. LYON, Acting Grand President.

you ready for it? Have you got your plants and territories in shape to stand a hard winter?

The "Railroad of Tomorrow," which is practically on its way here now, will be a great improvement on the present system and as we all know the Signal Department will come in for a big share of the improvements. Signal circuits, track circuits, and equipment will have to be changed to meet the improvements and signalmen all over the country will come in for their share of the work.

We are living in a "New Era" a "Wonderful Era."

At the convention just closed here in Chicago the delegates there assembled elected all Grand Lodge officers to continue their services for the next two years and elected Brother A. E. Lyon, Assistant to the Grand President, as Acting Grand President while Grand President D. W. Helt is serving on the National Board of Adjustment. Congratulations to all Grand Lodge officers from Local 130.

Jake Nagell,
Recording Secretary.

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"In Memoriam"

Brothers, we, the following committee, were called upon to perform the sad duty of composing the following resolution in regard to the untimely death of our faithful and beloved brother, George E. Westwick.

"RESOLUTION"

Whereas it has pleased the Almighty God in His Infinite Wisdom and Mercy to remove from our midst and the bosom of his family and relatives, our brother and friend, George E. Westwick, be it

Resolved, That Local 130, B.R.S. of A., extends its heartfelt sympathy to his family and relatives in this, their hour of sorrow, and be it further

Resolved, That a copy of this resolution be sent to his family, a copy be spread on the minutes of this local, and a copy to be published in the SIGNALMAN'S JOURNAL.

Herman De Smidt,
Wm. Becker,
Jake Nagell,
Committee.

●

Lodge 132, St. Louis Terminal

Well, brothers, Local 132 is on the air again and we are glad to announce that we are still going strong.

We had the pleasure at our last meeting on October 15 to welcome back in our local our old-time brother and friend, Brother Roy Duncan from Granite City, Illinois. We are sure glad to have this brother back in the fold again. Brother Duncan was given the glad hand by all members present. We would sure like to see two more members that are out. Follow Brother Duncan and join up with us again.

At our November 15 meeting we will hold our election of officers and we would like to have every member come out as our Chief, James Culhane, has a committee appointed to provide the lunch and refreshments. So let's all come out and see what they are going to put out.

Brothers, we are happy to announce that at the present time we have no members sick.

I think if the local will just add one more feature to the list of entertainment on the November 15 meeting—that is to get an armored truck to call for and pick up our grand old Brother James Mullane—we would all be happy. We want to see James Mullane, James Dougherty, Barney O'Connell, and Harry Glen. We dare these brothers to come out at this meeting.

We are glad to see that we now have Brother Arch Masson as a regular again. We would also be glad to see some of our brothers come out that are out of service on account of force reduction.

W. O. Mayo, Recording Secretary.

●

Lodge 143, B. & O.C.T.

Dear Brothers:

Some time in October our General Chairman mailed letters to you and to me telling us of the importance of the meeting, telling us that the election of officers would take place and when the second Friday rolled around exactly half of the entire membership showed up to elect the men they wanted in office for the next two years and to hear what the General Chairman had to say that was so important. This, brothers, is what I think is "passing the buck."

Our chairman and the committee are not crying. In fact they have not said anything regarding the poor attendance the last two or three meetings, but nevertheless they must feel as though you fellows are letting them down, and that's just what it looks like, brothers, "passing the buck," and letting them down. It doesn't seem just right to me. At least you can put in an appearance on meeting night.

If there are any members unfamiliar with the address of the meeting hall, I will gladly give it to them. "School Hall" is the name, 48th and Honore Street is the address and the second Friday of every month Local 143 holds its meeting. And now brothers, in the future let us have a better attendance—set that one night a month aside. Come up and offer your suggestions and feel as though you are part of the organization.

One brother whom we have not seen for two years is Merle Arthur of Harvey—always has that paidup card. How about it Merle, come up and see the fellows. Another is Darrow of Blue Island. Don't remember ever seeing him at a meeting. Doc Carrol has to come from East Chicago but manages to make at least one meeting in every quarter.

Rumor has it that Joe Mahoney at Rockwell Street is married. If that is right Joe, you owe us cigars.

Rudy Rehfeldt attended last meeting. Along towards 10 o'clock Rudy excused himself saying that somebody was waiting for him outside. It turned out to be the wife and Rudy was only in the hall from 8:30 to 10 o'clock. Tell us, Rudy, what did the Mrs. say?

Brother Depenson won a battle for the helpers, managing to get the helpers' dues reduced to $4.00 for maintenance and $3.00 for the gang. I think somewhere in Bill is a little Scotch. He thought the dues should be $3.75 instead of $4.00.

Well, brothers, each article is becoming more difficult to write. You know I depend on you for news between meetings but I am not getting much help, so it looks like Finis for this month. But before closing, let me remind the delinquents about getting in touch with Matt Tomich on those back dues. Never can tell when you might need a friend.

The grievance case which has been pending for a long time between our committee and management has finally been settled. This was the claim brought about by the action of the management in laying off maintainers occupying seven day assigned jobs on legal holidays in order to avoid paying them at time and one-half rate.

Our committee claimed that the company had no right to do this and we contended that the men should be paid for these days they were not permitted to work at the overtime rate.

The compensation is now being allowed and the case closed out, thus proving the justification of the position taken by our committee.

So long,

Grump.

●

Lodge 174, C. & E.I.

Have any of you ever noticed two men at work on the same job—one of them doing the work and the other not even trying to help when he could make the task much easier and lighter for the other? What was your reaction when you saw an incident of this kind? Of course, you labeled one man as a good, industrious worker who believed in doing his part. The other you naturally called a slacker—one who always lets the other fellow carry his load. It may be that the slacker was not satisfied with the results and criticized the worker.

To me there is a resemblance of the men in an incident of this kind and the members of some of our lodges. Are you coming to the next meeting?

Here is a message from our general chairman:

"A meeting was held in Danville on the 21st of October, 1934, as stated in the last JOURNAL. We had two men from Evansville who left home at 5:30 a.m., and got back at 9 p.m. Also two came up from the St. Louis Division, driving their own car approximately three hundred miles to attend. That is what I call loyalty! If some of you stay-at-homes would only turn out occasionally and find out what is being done to protect your earnings and working conditions, it would be time well spent.

"We had a grand meeting last time at which our election was held. Following is a list of the men elected and their respective offices. Chief, Gilbert; Financial Secretary, Middleton; Recording Secretary, E. Lewis; Griever for the T & T boys, R. W. Pickard; Local Chairman for the Chicago Division, Nolan; Local Chairman for the St. Louis Division, E. Waddell; Local and General Chairman for the Evansville District and all districts, P. Newman.

"The agreement is coming along fine but being delayed at present by the conditions of business on the C. & E.I. We hope to be able to clean up the entire matter in a short time as there are only about fifteen rules yet to be decided on.

"Fishing season is about over and hunting hasn't started yet, so let's have a big turnout at our next meeting, November 18. Get in line boys, we might even open the old keg of nails and who wants to miss anything."

Thanks Paul and that "keg of nails" idea is all right by me.

I don't know whether you brothers realize it, but we are very fortunate in having the man for General Chairman that we have. He has been working very hard on this agreement with admirable results. I believe when the agreement is finished it will be second to no other.

Also, I would like to ask you brothers to be as prompt as possible when sending in your dues. Brother Middleton, our Financial Secretary, is out of town nearly all the time and it would aid him greatly if the dues came in on time and not strung over the whole quarter.

I gotta go now!

E. Lewis,
Recording Secretary.

A Page of Poems . . . . Conducted by "Pop" Curtis

Brotherhood members and their families are invited to contribute verses on any subject of general interest. Verses must be original and signed with the author's name. If requested, names will be omitted when verses are published. "Pop" will be glad to compose verses for you on any subject if you will send him complete data. Send all contributions direct to F. S. Curtis, 600 E. Indiana Ave., Elkhart, Indiana.

Halloween

The owl sits on the old tree limb
And blinks at the full moon bright,
As it drapes the woods and fields and hills,
With a wonderful misty light.

The fields all dotted with corn shocks brown
Like Indian tents do stand,
And the pumpkins yellow like balls of gold
Are piled there close at hand.

The milkweed fairies now do fly;
The sumac's red, gold and green,
And there's cats, bats, witches and spooks,
For it's October and Halloween!

—Nellie M. Chappell.

●

Sunset

How beautiful is the western sky
When the evening sun drops low,
To see the fleecy, floating clouds
Catch its rosy glow.

Some take the old rose color,
Others more a crimson hue;
Some are fringed with silver and gold
Against the azure blue.

Work for the day is ending;
Soon all nature will be still,
The shadows seem to lengthen,
Mystic silence o'er the hill.

Around us flowers of gorgeous hue,
Their sleepy heads now nod;
And in this colorful splendor is seen,
The handiwork of God.

—Nellie M. Chappell.

●

Gold

The lure of gold has taken hold
Of man as in years gone by,
So intent are they on prospecting
They forget to look toward the sky.

No doubt they'll find gold in the mountains,
They may dive for it under the sea,
But I will search for my gold
In things which are all around me.

I can see the gold in the sunrise,
And in evening's sunset glow,
The stars of the sky, the smile of a child
As along life's pathway I go.

The beauty of the rainbow's band
Is a golden sight to see,
The whisper of love, the words of hope
Are the purest of gold to me.

Find your gold at the base of a mountain,
Or on the desert's sandy loam,
I will look for my gold in heart throbs
Of a hope for a heavenly home.

—*Mattie M. Marks.*

Evening

When the evening sun is setting
And the shadows come and go,
When the twilight softly gathers
And the moonbeams start to glow,
When the stars begin to twinkle
In the zenith overhead
And the twittering birdie mothers
Call their little ones to bed,
Then I think the day is finished
And the night is drawing near,
And I find a lot of comfort
When the evening time is here.

When the evening time is coming
And from work the day is done,
When I look back on its passing
And the things in life I've won,
There's a peace in only feeling
That today I've done my best
And my tired muscles healing
While I take my evening's rest,
Sitting with the passing shadows,
Watching stars begin to shine,
While I talk in blissful fancy
With that dear old pal of mine.

Evening with your flitting shadows,
May you ever dearer grow;
Grant I find within your passing
Purer joys that never go.
May life's cup be filled with beauty
As your glories you portray
With your ever-changing pictures
At the closing of the day.
And when life's last evening gathers
And my passing time is near
May the glory of its passing
Fill with holy joy and cheer.

—*F. S. Curtis.*

●

The Outcast

I wish I was never born at all,
I haven't even got a friend to call.
The whole day through my life is dreary,
I'm forever forlorn, tired and weary.

I tramp the streets, the whole day through,
Walking alone, as I always do,
Looking for work, and a place to eat,
Amidst this close and terrific heat.

Day after day and week after week,
I'm so hungry and tired, I can hardly speak;
"Won't someone lend me a helping hand,
So upon my feet once more I may stand?"

I make my rounds and try again,
But no one answers, I plead in vain.
I hope my prayers will be answered by Him above,
Whom I have always honored, and will forever love.

—Joseph S. Iadarolla.

A Good Time was had by All

Somehow, I don't like this darn old life,
Within it, holds its worries and its strife;
With all of its formalities and its sorrows,
Making one dread the coming tomorrows.

When'er you smoke, you have to watch out,
Or you'll scatter the ashes all about;
You try to be careful, without a doubt,
But there's always someone, who'll mope and pout.

When you visit some friends, here's what they do,
They make you play cards and like it, too;
You're playing bridge, someone else craves rummy,
You can't argue, you're only the dummy.

The hours roll by, the game they've won,
I'm always the loser, after all I've done.
Such is the life that makes me need,
For the ways of a hermit, some day I'll lead.

—Joseph S. Iadarolla.

●

If I Were a Poet

I wish I were a poet
And I would write a poem
Of evenings mystic sweetness
In my dear old childhood home.

How softly fell the shadows
When the sun had dropped from sight;
The stars came out and twinkled
And we said, starlight, starbright.

The old Coon river murmured;
Frogs filled the air with song
And the fire-fly with its lantern,
In the darkness, flew along.

There in the street we'd gather,
To laugh and play and tease,
As we caught the scent of blossoms,
Wafted on the gentle breeze.

We'd sing there in the moonlight
And make wishes by the stars,
And dream of coming romance,
And of joys that should be ours.

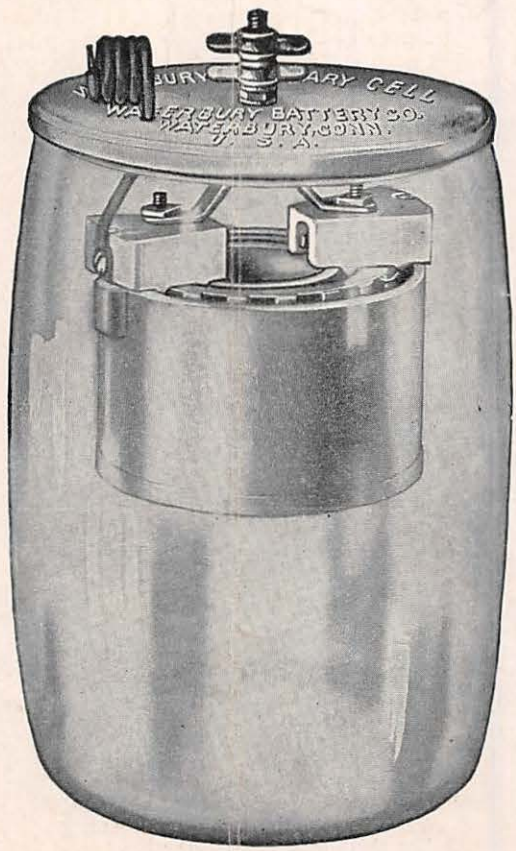
If I had words to tell it
I would sing of long ago,
With a tribute to my loved ones
And the friends I used to know.

—Nellie M. Chappell.

Primary Batteries

Cold weather is approaching. You will soon have to reckon with snow and sleet. Primary batteries are a dependable source of energy and economical in the extreme. You have no line wire difficulties with a straight primary battery installation.

An individual power plant at each location is most advantageous.



The Waterbury Battery Company

Waterbury, Conn.